The Hongkong Telegraph.

WEATHER FORECAST
FAIR
Barometer 29 88

(ESTABLISHED 1881.)

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August 18, 1913, Temperature a.m. 80, p.m. 82, Humidity...85, 84.

August 18, 1912, Temperature a.m. 80, p.m. 87; Humidity...93, 68.

9174 晚八十月七年丑癸 TUESDAY, AUGUST 19, 1913. 二拜禮 號九十月八英港香

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TELEGRAMS.

TROUBLE IN CROTIA.

COMMISSIONER SHOT.

Reuter's
[Service to the "Telegraph."]
London. Received Aug. 19.

Reuter's correspondent at Agram (capital of Crotia) states that Baron Skerlecz, the new Royal Commissioner to Crotia, while leaving the Cathedral on the occasion of the Emperor's birthday, was shot in the arm by a student. The latter has been arrested and he is stated to have come from America purposely to make the attempt. Baron Skerlecz was recently appointed to carry on the provisional regime arising from the refusal of the Crotian Diet to vote supplies.

[Crotia and Slavonia form an annexe of the Crown of Hungary, with autonomy in home affairs, justice and public instruction. At the head of the Crotian Government is the Banus (Lord Lieutenant), Edward Cuvaj, who responsible to both the Diet of Crotia and to the Hungarian Prime Minister. The Crotian Diet sends 43 members to the Hungarian Parliament, and the Hungarian Ministry contains a Crotian member.]

LATE HERR BEBEL.

ADDRESSES AT THE FUNERAL

London. Received Aug. 19.

Reuter's correspondent at Zurich states that the remains of the late Herr Bebel, the German Socialist leader, were cremated. The funeral was attended by Socialist deputations from various European countries. No fewer than 230 banners were displayed and ten thousand persons attended.

Addresses were delivered, including a speech by Mr Keir Hardie.

PANAMA CANAL.

PROPOSED NAVAL PROCESSION.

London. Received Aug. 19.

Reuter's correspondent at Washington states that President Wilson intends inviting the Navies of the world to join the American Fleet at Hampton Roads in 1915 and to proceed together from San Francisco through the Panama Canal.

It is understood that both Britain and Germany, while declining to participate in the Exhibition, will in any such international demonstration.

H. A. LINE.

NEW STEAMSHIP SERVICE.

London. Received Aug. 19.

The "Times" Berlin correspondent states that the Hamburg Amerika Linie's service from Emden to the East and Asia will begin on October 4. The first steamer of the Company using the new port will sail on the 26th inst. for the Persian Gulf carrying material for the Bagdad Railway.

HOME CRICKET.

London. Received Aug. 19.

Northamptonshire beat Derbyshire at Northampton by 151 runs.

TELEGRAMS.

BALKAN AFFAIRS.

SERIOUS SITUATION.

Reuter's
[Service to the "Telegraph."]
London. Received Aug. 12.

Reuter's correspondent at Sofia states that the situation in Bulgaria is becoming extremely difficult. While demobilising as rapidly as possible in accordance with the Treaty, the movements of the disbanding soldiers is being greatly hampered by the Roumanians, who still hold numerous railways and telegraph stations and are practically living on the country purchasing supplies at prices which have been fixed at a ridiculous figure.

At the same time the Turks are advancing in all directions, occupying places far beyond even the River Maritza, and there are grave risks every day of collisions between the Turks and the Bulgarians. It is a noteworthy fact that the Macedonian and Thracian Volunteer Corps, some 20,000 strong, who are unable to return to their homes, are disbanding in Bulgaria, and they are not likely to be pacific factors.

CHINESE FOREIGN AFFAIRS.

AN INFORMAL CONFERENCE.

London. Received Aug. 19.

The Chinese Ministers to various European capitals, excepting the Minister to London who is prevented from attending by pressure of business, are holding an informal conference at Geneva with a view to discussing foreign topics affecting China, and enabling the Ministers to work more in unison in the future.

The recognition of the Republic and the Loan question are being discussed, but it is emphasised that the meeting is quite spontaneous and is in no way due to instructions from Peking.

THE TYPHOON.

REUTER'S ACCOUNT.

London. Received Aug. 19.

A message received from Reuter's correspondent at Hongkong states that a typhoon was experienced there, the velocity of the wind being 105 miles an hour. Some lighters and junks foundered, but the greatest destruction was at Macao, where 150 people were killed and drowned. The new sea wall near Barra Fort, as well as several houses, collapsed, while a number of junks and fishing boats were wrecked.

CANADIAN MILITIA.

IMPORTANT RECOMMENDATION.

London. Received Aug. 18.

Reuter's Ottawa correspondent says General Ian Hamilton, who has just travelled 14,000 miles inspecting Canadian Militia, recommends the organisation of a Reserve Militia under the Militia Act rendering all citizens liable to serve, which Act is virtually useless owing to lack of organisation. The recommendation, it is explained, does not necessarily entail universal training in peace, but boy training is necessary.

TELEGRAMS.

WATERPLANE RACE.

A COMPETITOR ILL.

Reuter's
[Service to the "Telegraph."]
London. Received Aug. 18.

Mr. Sydney Pickles is continuing Mr. Hawker's flight in the "Daily Mail" waterplane race with the same machine, Mr. Hawker being ill from the combined effects of the fumes from the exhaust pipe, the glare of the sun and the noise of the engine.

Attempt Fails.

London. Received Aug. 19.

The first waterplane attempt has been abandoned. Mr. Pickles restarted at Yarmouth in a rough sea, but his machine was soon waterlogged and had to be beached.

NEXT OLYMPIC.

APPEAL FOR FUNDS.

London. Received Aug. 18.

The papers publish an appeal from Lords Grey, Harris, Roberts, Rothschild, Strathcona and the Duke of Westminister for £100,000 sterling to secure adequate representation at the Olympic games of 1916.

THE SOTTO CASE.

Text of Appeal Court's Judgment In 1907.

Following is the Judgment delivered on November 20, 1907, by the Final Court of appeal in Manila, on the appeal made by Vicente Sotto *et al.* against a conviction by the Court of First Instance:—

(No. 3774. November 20, 1907).

The United States, plaintiff and appellee, vs. Vicente Sotto Et. Al., defendants and appellants.

Abduction; Principal and Accomplice.—When a servant, at the instigation of his master, assists in inducing a girl to leave her home for immoral purposes, the master is the principal and the servant his accomplice.

Williard, J.:—At half-past-ten on the night of August 1st, 1906, Aquilina Vasquez, a girl less than 18 years of age, left the house of her mother in Cebu without the latter's knowledge or consent and went to the house of Luis Crisologo, where she passed the night. She took with her the defendant Pio Datan. Crisologo compelled them to leave the house on the next day and they went to a house in Sambag in the same city. The mother, searching for her daughter, did not discover her whereabouts until the 3rd of August. She then made a complaint to the provincial fiscal, who commenced an investigation. On the 4th of August, Pio Datan was taken from the house in Sambag by a messenger of the fiscal and carried to the latter's office. It is claimed by the defendants that on that same day Aquilina Vasquez and Pio Datan were married in the house. Such proceedings were had by the fiscal that on the 10th day of August, 1906, the complaint in this case was filed in the Court of First Instance of the Province of Cebu against Vicente Sotto and Pio Datan, charging them with the crime of rapto.

Judgment was entered in the Court below convicting the defendants and sentencing the defendant Sotto to four years and two months of prison correctional, and Pio Datan to four months of arresto mayor, and to pay to Genoveva Daclison, the mother of Aquilina Vasquez, P. 1,000. From this judgment the defendants have appealed.

TELEGRAMS.

IRISH UNREST.

SCENES IN 'DERRY.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 18.

Late on Saturday night Nationalist and Unionist crowds collided at Londonderry. There was much fighting, stonethrowing and revolver firing. The police were hard pressed and some were besieged in a house till the military came up. The Unionists received the soldiers with cheers and sang the National Anthem.

The troops were still on duty at midnight on Sunday, but apparently nothing serious is happening.

The Protestants have been complaining of the attitude of the imported police, who are mostly Catholics.

The Mayor of Londonderry now openly says that a party of the imported police smashed windows with rifles and batons on Thursday.

Some of the facts in the case are admitted by the defendants. Among these are the following:—Vicente Sotto and Aquilina Vasquez, prior to the 1st of August, were friends. Sotto said that he was accustomed to meet her occasionally in the clubs, and, moreover, was a friend of the family. Pio Datan was Sotto's washerman. Sotto, on the afternoon of the 1st of August, made an arrangement with Crisologo for the renting of his house, the occupation to commence that night. On the night in question Sotto met Aquilina Vasquez and Pio Datan after they had left her mother's house at a place previously agreed upon between them, took the two to house of Crisologo, entered the house, and with Aquilina Vasquez went into the room, where she passed the night. The two persons who claimed to have been witness to the marriage alleged to have taken place on the 4th both worked for Sotto in the office of his newspaper "Ang Suga." Without any previous arrangement with them, the priest who is said to have performed the ceremony went to the office of the newspaper for them on the morning of the 4th of August. Sotto was in the house of Aquilina Vasquez on the 5th day of August.

Among the facts alleged by the Government and not denied by the defendants are the following: Juan Villagonzalo, one of the witnesses to the alleged marriage, and employed by Sotto in his newspaper office, on the 6th day of August brought to the office of the provincial fiscal the card of Vicente Sotto, on which the latter asked if the fiscal had not yet finished with this matter. The assistant fiscal then told Juan Villagonzalo that it had not been finished and that he was about to ask the judge of the Court of First Instance for an order compelling Aquilina Vasquez and Pio Datan to appear in answer to the citation theretofore issued for them. Villagonzalo then said that there was no necessity for that, and after a short time he returned, bringing with him Pio Datan and Aquilina Vasquez. When the messenger of the fiscal went to bring Pio Datan on the 4th of August, the latter said to him that he could not go because he was waiting for Vicente Sotto.

The foregoing are facts either admitted by the defendants or not denied by them, but there are in the case many other questions of fact about which there was a sharp conflict in the evidence. After considering such evidence we think that the following facts are established: On the 29th of July Sotto wrote a letter to Aquilina Vasquez protesting his love for her and urging her to leave her house and go with him. This letter was sent by a messenger and received by Aquilina either on the 30th or 31st day of July. Without considering the testimony of Enero Ocaba, that of Juan Abellana establishes the fact that Sotto, instead of meeting Aquilina Vasquez where he says he did on the night in question, waited for her in a carriage in front of her house. He told Crisologo when he arranged for the use of his house that he wished it for a forestry ranger who was just arriving from Bohol. The evidence also satisfies us that instead of leaving Crisologo's house at once on the night of the 1st of August, as he and his witnesses say he did, he remained there for some considerable time and did not leave until the middle of the night. All of the witnesses agree that on that night Pio Datah slept in the sala and Aquilina Vasquez in another room. After Aquilina Vasquez, with Pio Datan, had left the house of Crisologo and gone to the house in Sambag, Sotto brought there various housekeeping effects.

While she was in this house Sotto visited her day and night. On the 5th he told the mother of Aquilina that now that the honour of her daughter had been lost, she, the mother, should overlook it and not create a public scandal, and he advised her to withdraw the prosecution which she had commenced. He made the same statement at the same time and place to Miguel Abella. Sotto went to the office of the prosecuting attorney on the 4th and took Pio Datan therefrom at about 11 o'clock.

The defendants claim that a legal marriage was celebrated on the 4th of August between Aquilina Vasquez and Pio Datan and that the effect of this was to pardon both Sotto and Pio Datan. We are satisfied from the evidence in this case that no such marriage ever took place. Pio Datan was taken from the house in Sambag on the morning of the 4th by a messenger from the prosecuting attorney's office. One of the witnesses who accompanied this messenger testified that after leaving the house with Pio Datan they passed the Cathedral and the clerk there indicated that it was 25 minutes past 8. The assistant prosecuting attorney testified that they arrived at his office before 9 o'clock. The witnesses Clemencia, Genoveva, Deogracias, and Teofista testified that they were at the house in Sambag from about 8 in the morning till nearly 12. Some of the witnesses testified that they saw a priest there, but they all testified that nobody entered the house. The witnesses for the defendants, in attempting to fix the hour when the alleged marriage was celebrated, varied a great deal in their testimony. Aquilina was

(*Continued on Page 5.*)

TELEGRAMS.

TROUBLE IN INDIA.

SERIOUS DACOITY.

Reuter's
[Service to the "Telegraph."]
London. Received Aug. 18.

Reuter's Calcutta correspondent says that serious dacoity has occurred in the Mymen Singh district, in which several thousands of rupees in money, and ornaments, were looted, and one villager killed and two wounded.

The crime is believed to be a political one.

LAND REFORM.

THE LIBERAL CAMPAIGN.

London Received Aug. 18.

Mr. Lloyd George opens his long-promised Land Campaign at Bedford on October 10.

TELEGRAMS.

HARRY THAW'S ESCAPE.

HOW HE GOT AWAY.

Reuter's
[Service to the "Telegraph."]
London. Received Aug. 18.

Particulars of the escape of Harry Thaw from Matteawan Criminal Asylum show that it appears that Thaw bolted out while an attendant was opening the gate to admit a milkman. He jumped upon a motor car the engine of which was running.

Evelyn Thaw, his wife, fears that he may murder her. She says she is informed that he boarded a yacht on the coast of Connecticut.

The Asylum authorities are of opinion that he will try to reach Europe.

positive that it was between 10 and 11 o'clock. The priest was utterly unable to fix the time and begged the court not to allow the prosecuting attorney to ask him any more questions in regard to that point. One of the alleged witnesses, Juan Villagonzalo, testified that he was accustomed to leave his house before 8 o'clock and that by hurrying he could get to the office of "Ang Suga" in twelve minutes, but if he walked slowly it would take about half an hour; that he thought that morning it took him about fifteen minutes and that he was there when the priest arrived. All of the witnesses for the defendants agree that when the priest, with the two witnesses, Filemeno Roble and Juan Villagonzalo, went to the house the first time they could not enter; that Roble thereupon took the party to another house, left them there, and himself went in search of a policeman; that he found a policeman and brought him to the house; and that he then went for his companions and brought them there.

The witnesses for the Government testified that the policeman, a priest, Roble, and another person were at the house between 11 and 12. Whether or not the priest actually went into the house, as testified to by the defendants' witnesses is, in our opinion, entirely immaterial, for, if he did enter, he did not find Pio Datan there, and any ceremony of marriage that was performed then was performed without the presence of this defendant.

It appears from the evidence that the priest in question was at the time 23 years of age and that he was the acting priest of the Independent Filipino Church in Cebu; that he was appointed to the office on the 1st day of August of that year, and that his appointment was made by the then priest and secretly.

On the 5th day of August Aquilina Vasquez told her mother in the house in Sambag, in the presence of Sotto, that she had not been married and that the whole thing was a farce. Sotto, himself, at the same day, told Miguel Abella that Pio Datan and Aquilina Vasquez were not married and that the whole thing was a "cover."

Reviewing all the evidence in the case, we find that a day or two before the 1st day of August, 1906, the defendant Sotto urged Aquilina Vazquez to leave her mother's house and go with him for an immoral purpose; that she did leave her house at that time with him, went to the house of Crisologo, where they passed a portion of the night in the same room, and that he visited her often during the following days and nights. No marriage was ever celebrated between Aquilina Vasquez and Pio Datan. It is very probable that, for the purpose of relieving himself from responsibility for his acts, Sotto attempted to have such a marriage celebrated, but his purpose was never accomplished.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The situation in Szechuan Province is reported to be critical.

Mr. Lloyd George is to open his land campaign at Bedford on October 11.

The H.A.L. service from Emden to the East and Asia is to be inaugurated on October 4.

The first attempt in the "Daily Mail" waterplane race round Great Britain has had to be abandoned.

A telegram gives details of the escape of Harry Thaw, whom the asylum authorities believe will try to reach Europe.

An appeal has been issued for £100,000 to secure adequate British representation at the Olympic Games in 1916.

Severe fighting is reported between the Nanking rebels and the Northern troops; the latter appear to have the advantage.

The remains of Herr Bebel have been cremated, and the funeral was attended by Socialist deputations from many countries.

There have been further riotous scenes at Londonderry, where some of the police were besieged in a house till the military arrived.

President Wilson intends to invite the Navies of the World to join the American Fleet in passing through the Panama Canal in 1915.

General Sir Ian Hamilton recommends the organisation of a Canadian Militia Reserve, by which boy training will be necessary.

While Baron Skerlecz, the new Royal Commissioner to Crotia, was returning from the Cathedral at Agram, he was shot in the arm by a student.

The Hatachi Maru has arrived at Singapore with the officers and crew of the Matsura Maru, from Hongkong, which was stranded on the Paracels in the typhoon.

LOCAL.

Further details of the damage done by the typhoon are given in this issue.

A Swede was fined this morning for disorderly behaviour and an assault on a police constable.

A party of Y.M.C.A. weekenders had an exciting time at Cheung Chau during the week-end.

The final inter-port swimming trials were held at the V.R.C. last evening. The team to represent Hongkong has been chosen.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.
Bijou Scenic Theatre, 9.15 p.m.

TO-MORROW.

Victoria Theatre 9.15 p.m.
Bijou Scenic Theatre, 9.15 p.m.
Saturday, August 23.
Third Pagal Gymkhana.
Thursday, August 28.
China and Manila s.s. Co., Meeting of Shareholders.—11.30 a.m.
Tuesday, September 2.
Auction of H.M.S. Alacrity, on board, 11 a.m.
Auction of H.M.S.S. Handy, and Janus 11 a.m.

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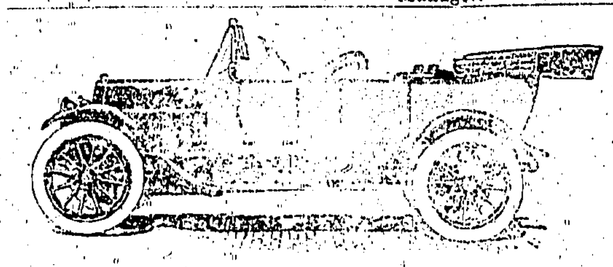

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Hongkong, 1st Aug., 1912. [55

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Hongkong, 1st Feb., 1912. [152

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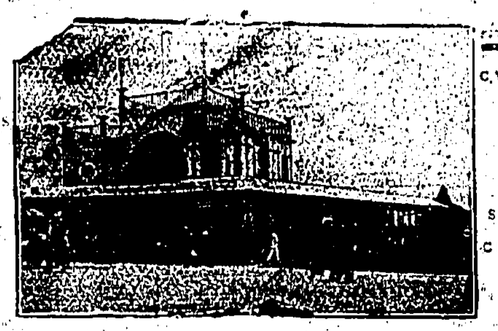

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CHS. J. GAUPP & CO.

OUR CONTEMPORARIES.

South China Morning Post.

Hongkong's Bad Roads.

A difficulty in regard to wood paving apart from cost, is the great range of temperature. This also has its effects, but in a lesser degree, upon tar macadam. In the latter case, however, there is always an appreciable effect upon the annual cost of road maintenance and this being so there is also an appreciable difference in the extent of the repairs. The public is not so frequently inconvenienced, the roads are more free from dust than is the case with the ordinary sandbound road and conditions altogether are healthier. The absolute necessity for properly constructed roads is everywhere recognised and an up-to-date city like Hongkong should not lag behind. The general opinion is that, even if the first cost is high, it is economical in the long run to make good roads. Tar macadam seems the best type of road suited to local conditions.

China Mail.

Threatened Massacre of Lepers.

News has just come to hand from Wuchow to the effect that there is great commotion among the lepers there on account of a rumour that all lepers in the Province are to be shot. It is said that orders have been issued to this effect by the Governor-General. Just below Wuchow there is a Colony of lepers and a few days ago about ten of them went up to the Wesleyan Mission in their boats seeking protection. We can quite understand the anxiety of these poor people as recent massacres of lepers at Nanning and Lung Chau are still fresh in their memories. It is to be hoped that this is only a rumour and that no such horrible orders have been issued. There have been too many dastardly crimes of this kind in Kwang-sai and we hope there will be no recurrence of such deeds of barbarism.

Daily Press.

The Proposed Peak School.

A very natural resentment is felt by the parents who have supported the voluntary effort that so little regard should have been shown by the Government for their position in the matter, and if the present feeling endures we are afraid the Government will have to look for opposition rather than co-operation. The bungling of the matter is greatly to be regretted, because the Government school will need all the support it can possibly get from parents resident on the Peak if the school is to become approximately self-supporting. It could scarcely have been unknown to the Education Department that the Managing Committee of the Voluntary School must have incurred expense in the equipment of the school and certain obligations both moral and financial with regard to the mistress, and it is distinctly reprehensible that the Government should have ignored these considerations. An amicable arrangement, no doubt, would have been possible, and, without having any authority for making the statement, we venture to think that the Government school, in that event would have been gladly welcomed, for so long as the existence of a school on the Peak is dependent upon the kindness and generosity of a resident who is able and willing to devote a portion of his residence for the accommodation of the school, the institution cannot be regarded as being on a satisfactory and permanent basis.

For a good solid meal a la Carte, or Table D'Hote with Wines & Liqueurs of the Best ALEXANDRA CAFE.

GENERAL NEWS.

Dress and Tobacco.

An interesting contribution to the "Dress and Undress" controversy is provided by a party of Canadian business girls now in London. They profess themselves as not all shocked by the exiguous skirts and low-necked blouses worn in the metropolis, which are "nothing to our frocks at home." But, on the other hand, they are shocked at the prevalence of smoking among women.

Many Universities.

Mr William Moir Calder, who has been selected to succeed Dr. R. M. Burrows in the Chair of Greek at Manchester University, has been a student of no fewer than six Universities. He had a distinguished career at Oxford and Aberdeen, and also studied for several terms at Edinburgh, Paris, Rome, and Berlin. For the past five years he has been associated with Sir W. M. Ramsay in exploring the Pagan and Early Christian antiquities of Asia Minor.

Mind and Body.

At a discussion by the London County Council on the London University site, a point was raised which has not so far received much consideration. Hitherto, only relatively small sites in London have been suggested. But, said Mr. S. Joyce Thomas, physical development is as necessary as mental training, and a site of 200 or 300 acres outside London altogether would give splendid opportunities for athletics. The suggestion appears worthy of attention.

Wealthy Canada.

No more striking figures regarding the development and prosperity of Canada have yet been made public than the saving bank statistics. The total deposits in these banks amount to £185,000,000, which is equal to the aggregate deposits in our Post Office Savings Bank, although the population of Canada is only one-sixth of our own. Thrift seems, however, to be practised in the Dominions to a greater extent than in the Mother Country."

Royalty in Business.

To the number of German Princes actively interested in trade and commerce must be added Prince Henry XXXII of Reuss—younger Line—who has established a limited company to work two rubber plantations which he has bought in German East Africa. The prince is himself the head of the undertaking. This is not his actual debut in business affairs, since he has studied at the Commercial High School of Cologne, where he took a diploma.

Derelict Railways.

If the negotiations in regard to the little Invergarry and Fort Augustus Railway result, as is hoped, in the line being re-opened soon it will have been derelict for 21 months, a most unusual circumstance. The case is, however, by no means unique. The so-called "Old Potteries Railway" was recently re-opened after its working had been abandoned for many years; while a railway in Ireland, which was closed owing to its scanty traffic, had the rails and sleepers carried away by the surrounding villagers.

Don'ts fo Bathers.

Despite the advice given at the meeting of the Medical Conference regarding the science of sea bathing, most people will, we imagine, continue to take their dip in the old and unscient fic way. Yet the doctors' counsels are worth following. Only very imprudent persons are likely to bathe immediately after a heavy meal, but many bathers stay in the water too long, and bathe more than once a day, or when chilled and cold. These are among the medical man's "don'ts" for holiday-makers.

French Law.

One of the greatest legal authorities of our time has passed away in the person of Professor Adhemar Esmein, the brilliant French jurist. He was well known for his studies in old French criminal procedure, but his most widely-circulated works were manuals on the history and elements of French law, which have gone into several editions. Professor Esmein was the author of the remarkable articles on French legal institutions in the 11th edition of the Encyclopædia Britannica.

"THE TIMES" ON THE SIEVIER VERDICT.

In awarding the plaintiff in the Wootton-Sievier case damages of a farthing the jury have followed a precedent that has occurred once or twice before in famous libel actions connected with the Turf. In the present trial, if we are to go no further than the verdict of the jury, the result is not, at first sight, a very satisfactory comment on the state of racing in this country. Mr. Sievier, as Mr. F. E. Smith pointed out in his closing address to the jury, has had a chequered career on the Turf, while the great point urged in favour of the Wootton was that they were so well qualified by their undoubted talents to do well in racing by following the straight course that it was almost inconceivable that they would deliberately elect to run crooked. Of that, indeed, they are acquitted by the verdict of the jury, who found that the words complained of in Mr Sievier's articles were not true in substance and fact, and were not fair and honest comment. At the same time they were of the opinion that the alleged libels were published without malice. The most satisfactory feature of the verdict is that the jury, having heard all the evidence, were obviously of the opinion that there was no sort of foundation for Mr. Sievier's allegations as to the existence of a trainers' ring. If it were really true that there was a combination of English trainers for the purpose of robbing the public and filling their own pockets, the sport of racing would obviously be very near its end. The fact that it was possible for an experienced racing man like Mr. Sievier to make the charges that he did, and the admissions of the existence of such malpractices as pulling and foul riding that were made, as a matter of course, by almost all the witnesses on both sides, are proof enough, if proof were needed, of the liability of the sport to the corrupting influence of dishonesty and sharp practice.

But it is also true that the system of racing which produces the thoroughbred could not possibly have lasted all these years unless it had been on the whole conducted on straightforward and honest lines. That it has been so conducted is due partly to the instinctive love of sportsmanlike action in which, as a nation, we may claim to set an example to the world, and partly to the careful and jealous fashion in which the Jockey Club, as represented by its Stewards, has always watched over the best and highest interests of the Turf. It may be added that a good deal has been said in the present case about the modern practice of the jockeys riding with short stirrups, which no doubt accounts for much of the so-called foul riding which has been seen of late years. That is a point to which in our opinion the Stewards of the Jockey Club would do well to give their close attention. For the rest, the present state of the Turf is probably quite as satisfactory as it ever has been in the whole history of racing.

TERRITORIAL BEHAVIOUR AT BISLEY.

Our Special Correspondent at Bisley states that an unpleasant sensation was caused by the failure of the Territorial team to take part in the "United Service." A compromise had at last been reached in the endless controversy between the War Office and the National Rifle Association in regard to conditions; with a full knowledge of what they were to be a Territorial team had been entered, but when the time for the match arrived the team failed to put in any appearance. . . . . It is difficult to draw any other conclusion than that a certain well-known clique deliberately adopted this procedure as a protest against modern methods of musketry training, and if their action had the approbation of the Territorial Force at large it would reflect but little credit on the discipline which animates it. Fortunately it may be said that this mistaken action of a few meets with no sympathy on the part of the many, and among the senior members of the force at Bisley it has created the utmost annoyance. —"Times"

SCOLDING THE SOCIALISTS.

Mr. Shaw's "Generosity."

Speaking at the annual conference in connection with the Fabian Society, Mr. R. C. K. Ensor said he believed that the Labour Party during the last twelve months had lost more than it had done during the previous five years, and he thought that the influence of persons who were Fabians had been thrown very often in the wrong scale. Socialism, and not anarchism, was the power of the future, but unless Socialists were prepared to grapple with anarchy, which was riding through their ranks, they would see a great deal of their position taken away from them.

Mrs. Sidney Webb said they could not employ themselves better than by trying to get at some solution all along the line of the great business of the control of industry. It was a disgrace to the Socialist movement that when the whole question of insurance came up they knew nothing about it. They knew nothing about the friendly societies; they knew not thing about contract practice, or the German scheme; and, consequently, the Act was passed because they were absolutely ignorant of the whole question.

Alderman Sanders remarked that a lot of people agreed with Socialism, or rather with the sentiment that things were "rotten."

During the afternoon sitting of the conference Mr Bernard Shaw entered and sat with the delegates. After remaining quiet for some time he ventured to make a suggestion to the Chairman concerning a resolution and amendment.

The Chairman: I don't want to call you to order, Mr Shaw, but—are you a delegate? (Laughter.)

Mr Shaw: No, I am not. It was purely generosity on my part. (Laughter.)

A FILIPINO NOVELIST.

Two novels by Jose Rizal, a Filipino novelist, have just been translated into English.

Those who readily believe in racial superiorities and inferiorities may find in these novels some stimulus to reflection, says the "Evening Post." For here is a Filipino, with no European blood in his veins, who writes with the compelling charm of a Galdos, who has a considerable store of European culture and a perfect understanding of European ideals; who strikes chords of emotion that no one could find exotic, who believes passionately in all that Western civilisation stands for, and whose appeal for the fraternity of races has not a trace of cowardice or pose.

We feel even that if Jose Rizal seem foreign to us at all, it is because certain literary motives that in the West have become sodden from over-cultivation return in his works with the fresh sincerity of youth. Few of our contemporary novelists could describe with such true exultance the beauty of Oriental moonlight, a tropical spring, all that distinctive local environment that so moves men like Pierre Loti or Lafcadio Hearn. This exquisite delicacy, so characteristic of Rizal's temperament, is all the more remarkable when we try to estimate the amount of furious passion that must have been behind his novels. For, after all, they are romances of most sombre outline, and their tragic appeal is intensified by the apparent effort for reserve for sobriety, and kindliness of judgment.

A Spanish Imperialist would, of course, maintain that Rizal's novels are a gross slander on Spanish rule, and that his execution in 1895 was justified by his revolutionary associations and by the inflammatory spirit of his works. We are probably still too close to the events involved to reach valuable conclusions on such questions. But we should observe that the major theses of Rizal are distinctly pro-Spanish in every essential. He attempts to prove first that everything good in Filipino civilisation is due to Spain; and then that permanent advancement must come not from political convulsions, not from endless and abortive revolutions, but from an assimilation of Spanish civilisation which automatically will place the Filipinos on a footing of equal opportunity with their rulers.

So his great case against the Spanish is their refusal to disseminate their civilisation, their use of the Islands preminently for commercial and social exploitation, their exclusion of them from a respectable place in the Spanish Empire, and their inhibition of any national spirit, even of any Spanish national spirit, among the natives. He is fighting less for Filipino independence than for a Spanish school system on democratic lines.

This protrayal of Filipino life gives permanent interest to these books. The characters are taken from every branch of society, including the Spaniard of noble ideals and the native of barbarous instincts. We are not sure that psychologically these people are very deeply or acutely drawn; but their exteriors at least are real and vivacious. If we do not carry away from among them any lasting friendships, we do gain a picture of life in the Philippines that is varied and complete.

THE DUTCH NAVAL PROPOSALS.

More than a year ago, says the "Naval and Military Record," the Dutch Government appointed a commission to report upon the defence of the Dutch East Indies. The result is certainly startling, for the commission now reports that Holland should build nine Dreadnoughts, six torpedo cruisers, and a large number of torpedo craft and submarines, the proposed fleet to be divided between home waters and the East. We have still to learn on what grounds this division of force is recommended, but probably the reasons will not be published. The cost of the new fleet would amount to at least 25 millions sterling, and that is a considerable naval outlay for Holland to face on naval armaments. The question arises, by what Power is the Dutch colony menaced? The scheme also suggests reflections upon the futility of building minor navies for service in European waters. At present the Dutch Navy is of no practical importance, but if Holland is going to build Dreadnoughts, even half a dozen might conceivably turn the scale or render her alliance of value. The maintenance of neutrality is supposed to be the Dutch objective, and perhaps it is; but can she afford to remain neutral with so powerful a neighbour on her frontiers?

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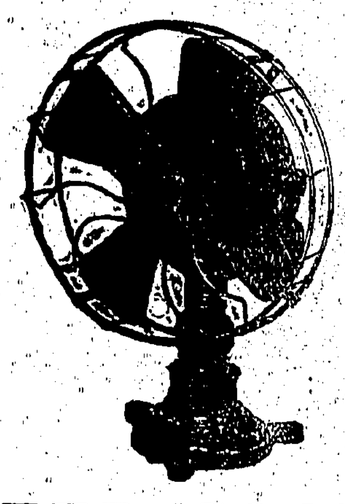

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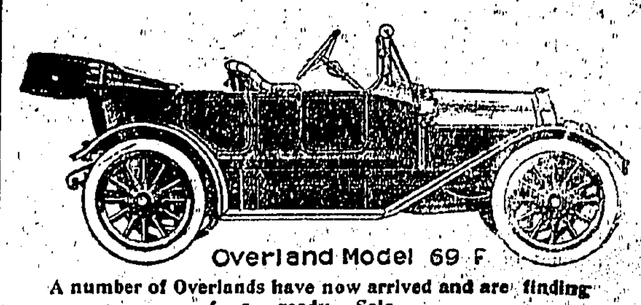

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The Hongkong Telegraph.

HONGKONG, TUESDAY, AUGUST 19, 1913.

BALKAN DANGERS.

There is point in the note which Bulgaria has presented to the Powers. It states that the Turks are marching towards Airjali and Gumuljina and declares that it is iniquitous that the Treaty of Bukharest should oblige Bulgaria to demobilise while the Turks are permitted to infringe with impunity one of the fundamental dispositions of the Treaty of London. The Note urges the Powers to prevent the continued presence of the Turks on the Bulgarian side of the Enos-Midia line. But why should it be necessary for Bulgaria to address the Powers at all on the matter? Presumably there is an absence of unanimity amongst the Powers on the question of eviction or non-eviction of Turkey, else they would have acted before now. It will be an amazing thing, however, if they permit Turkey deliberately to flout their own Treaty—the Treaty of London. So far they have acted the part of interested spectators of the crisis. They cannot well help being dragged into it now, in spite of themselves.

It is not alone a question of being fair to Bulgaria; they must be fair to themselves. They cannot suffer Turkey to set their decision at naught without deliberately storing up future trouble in south-eastern Europe. There is room for disturbance enough as it is, without weakness on the part of the Powers contributing to it. At the same time, Bulgaria cannot expect too readily to gain the sympathy of Europe which she forfeited when she fiercely rekindled the flames of war. Neither she nor Turkey has shown any great amount of sagacity in recent months. The temptation to take advantage of Bulgaria's misfortunes proved too strong for Turkey. After a series of humiliations in the field, some show of military success was necessary to secure again the support of the masses. But to persist in her present attitude is to create fresh complications and to lay her Empire in Europe open to grave risks. Bulgaria may have forfeited sympathy, but she has not forfeited justice; and in justice to her, and to themselves, the Powers must force Turkey again over the Enos-Midia line.

The next move on the part of Austria and Russia is awaited with interest. It will be remembered that they notified the parties to the Bukharest conference that the treaty of peace should be submitted to them for revision. If that were permitted, serious complications would certainly ensue. Russian interests and Austrian interests so clash that the Russian revision could never, by any chance, agree with the Austrian revision. Sir Edward Grey touched this point the other day when he urged the minimum of interference. If, he said, a Power requested a modification on one point, then it was possible that other Powers would suggest the revision of others. There lies the whole danger. And in the face of that danger Europe is not yet delivered out of trouble.

The Naval Manœuvres.

It is some time now since the British naval manœuvres ended, but in view of the fact that the "enemy" was able to seize some important posts, it is interesting to note what a naval expert had to say on the prospects of the plan outlined by the defence authorities some few days before the activities began. It appears that the original intention was to embark a thousand marines to represent the enemy, and the large number of cruisers mobilised suggested that some of them were to be regarded as transports. Later, however, the scheme was expanded, and the War Office took a hand in the game, not only by concentrating a defending force of Territorials but also by sending troops afloat to act as invaders.

What did it Mean?

The opinion held in many quarters was that in arranging this experiment the Government has "something up their sleeve," and some critics were bold enough to give it as their view that the new plan purposed to show triumphantly that there was justification for the conclusion of the sub-committee of the Imperial Defence Committee that just the number of men which it had been possible to enrol was the number required to deal with any force which could conceivably be expected to slip through the guard of the Navy. In other words, the intention was to defend the voluntary system, despite the enormous shortage in the number of men declared by military advisers to be necessary for the safety of the country, and to show that Lord Roberts and those who would arouse the nation to a sense of its insecurity and the insufficiency of its defences were suffering from "a kind of scarlet fever, complicated by German measles." If that was the idea, it cannot be said to have succeeded, for the fact that the "enemy" was able to do what it did, shows clearly enough that there was something wanting in the elaborate defensive arrangements made.

Important Points.

And here it must not be forgotten that the test, at its best, could not be of great value, when it is remembered that the plan of attack was framed by a British Admiral and that, therefore, there was no certainty that it was in the least degree similar to that which a foreign Admiral would adopt. Then there is the other point that no mere dispositions for repelling a raid would represent the responsibilities which would rest upon the Navy under the circumstances in which Britain would be most likely to find herself at war, especially if any large part of the Regular Army were engaged outside the confines of Great Britain. The manœuvres certainly have a value, but not to the extent which Mr. Churchill and his friends would have us believe.

LEGISLATION TO MAKE GIRLS "BOYS."

New Conditions of "Van Boy" Employment.

The Departmental Committee on the hours and conditions of employment of Van Boys and Warehouse Boys, in their report issued recently propose to include under the term "van boy" both boys and girls. A few girls, it is stated, are employed as van guards.

The recommendations of the Committee are that powers should be given to local authorities to regulate the employment of "van boys" so that none shall be employed before 6 a.m. or after 9.30 p.m.; that none under the age of 18 shall be employed for more than 70 hours in any one week, inclusive of meal times; that 1½ hours shall be allowed each day for meals except in eight hours working days, when one hour for meals will suffice; that the usual holidays shall be given; that cards recording the hours of employment of each "boy" shall be kept for inspection.

The Committee states that the occupation of a "van boy" is popular on account of the open-air life.

Moonlight Bathing.

We call attenation to the announcement that the band of the 25th. Punjabis will play on the beach at North Point, from 9 to 11 this evening. The beach will be lighted by electricity. A frequent service of special cars will be run.

DAY BY DAY.

"There is no word or action, but may be taken with two hands either with the right hand of charitable construction, or the sinister interpretation of malice and suspicion."—Bishop Hall.

The Mails.

Canadian and Siberian Mails.—Arrived per s.s. Monteagle this morning.

Australian Mail.—Closes per s.s. Changsha at 5 p.m. to-morrow.

Australian Mail.—Arrived per s.s. Prinz Waldemar this morning.

English Mail of July 19.—Delivered in London on August 18.

German Mail.—Due per s.s. Luetzow to-morrow at daylight.

Siberian Mail.—Closes per s.s. Luetzow at 11 a.m. to-morrow.

Hongkong Football Association.

A meeting of the Hongkong Football Association takes place this evening.

Barracks Inspection.

Major General Kelly inspected the barracks at Mount Austin at 10.15 a.m. this morning.

A Good Showing.

There are no fewer than five of the big blue Funnel boats in Hongkong Harbour at present.

Charity Concert.

A reminder is given of the charity concert at the R.E. Theatre, Wellington Barracks, to-night.

Obstructed the Tramway.

At the Police Court, this morning, ten Chinese who obstructed the tramway were fined sums varying from $2 to $5.

Leave Granted.

Leave in extension has been granted to Lieutenant-Colonel H. D. Tuson, 2nd Bn. D.C.L.I., from 1st to 8th November.

The Unwilling Coolie.

A Chinese ricksha coolie who refused to convey a European lady at Kowloon, was fined $2 at the Police Court, this morning.

Diocesan Architect.

Mr. A. R. Hubback, (who designed the new Kowloon railway station) has kindly consented to fill the position of Honorary Diocesan Architect for the Diocese of Singapore.

Kailan Mines Output.

The total output of the Kailan Mining Administration's mines for the week ending 2nd August 1913, amounted to 40,345.14 tons and the sales during the period to 30,751.66 tons.

Stolen Clothing.

A Chinese who stole clothing belonged to a coolie at 3 Ormsby Villas, Kowloon, was sent to gaol for a month and ordered four hour's stocks at the Police Court, this morning.

A Rough Trip.

The s.s. Tydeus, from Singapore, reports experiencing fine and clear weather up to 50 degrees north of the Paracels, when a typhoon, with fierce squalls and general conditions associated with such, was encountered.

Supposed Canton Loot.

At the Police Court, this morning a Chinese was remanded on a charge of being in unlawful possession of a valuable fur. Inspector Dymond said that the fur was probably loot from Canton, and the police were on the qui vive for loot. The defendant had tried to pawn the fur for much less than its value.

Mr. F. J. Hallifax Married.

The wedding of Mr. F.J. Hallifax, President of the Singapore Municipality and formerly President of the Municipality of Penang, and Miss Roberta Cunningham, a sister of Mrs. Meiklejohn, took place quietly at Hawick Scotland, on July 8. Only relatives of the bride and bridegroom were present. The church had been prettily decorated for the occasion with bridal lillies, blue delphinium and banks of greenery. Miss Cunningham, who is well-known in Penang, looked handsome in a dress of white Chinese silk trimmed with old Venetian white lace. Dr. Barbara Cunningham, sister of the bride, was chief bridesmaid, and was accompanied by two of the bridegroom's nieces. while Mr. G. A. Hall, Director of Education, S. S., was best man. Mr. and Mrs. F. J. Hallifax left London for Singapore on July 26. Mr. Hallifax is a brother of Mr. E. R. Hallifax, of Hongkong.

GENERAL LUNG INTERVIEWED.

DECLARATION OF INDEPENDENCE "THE WORK OF A MADMAN."

NEW TUTUH OPTIMISTIC CONCERNING THE FUTURE.

(From Our Special Correspondent.)

Canton, Monday evening.—This morning your correspondent succeeded in getting half an hour's talk with General Lung Chai-kwong. The Tutuh moved from the gunboat Po Pik on Saturday, into the old Admiralty building, which is situated near the remains of the viceregal yamen. He remarked that he had intended occupying the latter but finding it so greatly damaged by the fire he had decided in favour of the other building.

As on the occasion when he visited the Shamesn last week, General Lung wore the old-fashioned Chinese long coat; but, however, he might dress, he would have a difficulty in concealing the fact that he was a soldier. He is a big, well set-up man considerably above the average Chinese height and breadth; his general appearance suggests strength and severity in plenty, though with these he can combine extremes of suavity and politeness and before one has been in his company a couple of minutes one realises that he is what the "Telegraph" called him the other day—the old-fashioned Chinese gentleman. Indeed the formal compliments with which he began and ended the interview made one think of the Chinese as he is represented in travel-books of fifty years ago.

After welcoming his visitor, then, at some length, the Governor General, speaking through an interpreter in Mandarin, sketched roughly the events of the last fortnight, which are already known to to Hongkong readers. He spoke of Chan Kwing-ming in a contemptuously indulgent fashion.

"He was a foolish man," he said smiling, "and China is well rid of him and of the dreamers and plotters with whom he had associated himself. Possibly he may have some idea of returning in time to come, though he must surely know that Canton will be in no hurry to forgive him for the trouble he has caused. His "Declaration of Independence" was the work of a madman. And it was a cruel act, for he must have known that, sooner or later, the people of Kwangtung, and perhaps those of other provinces, would have to suffer."

Continuing, the Tutuh said that one of the results of Chan Kwing-ming's wrong-headedness which it had been most easy to foresee was the quarrelling and fighting among the troops.

"As soon as it was known that I was appointed to take over the control of the soldiers and military police," he said, "a very great number of the army officers who had received their appointments from Governor General Chan ran away; and very soon the men became a law to themselves. When they heard that I intended coming down on Canton there was absolute anarchy among them; some more officers ran away, others were shot either by their own men or by the orders of other officers who had disagreements with them. Some wanted to come out to fight against me, while others refused to do anything of the sort.

"When it was known that I had reached Canton the confusion became greater than ever, for false tales were being told as to my bringing down thousands of pirates whose one idea would be to pillage the city of Canton. This frightened the merchants and set a good many of them against me; while the Luk Kwan, being now almost entirely without responsible officers, dreaded having to come under discipline again. As to the disgraceful scenes that subsequently took place, there was less fighting and more robbery than most people seem to think. Moreover the number of troops killed has been considerably exaggerated.

"When I ordered the Luk Kwan to disarm there was very little protest from them, as a whole. Many had already gone quietly home to the country. Certainly there was, last Friday, great danger that the artillery would force me to take severe measures against them because they refused to dismantle their guns; but, at the last moment they obeyed."

The interviewer remarked that he had heard that only a small proportion of the percussion pins had been given up. The Tutuh gave an order to a soldier who stood on the verandah and who after a minute's absence staggered in with a basketful of the pins in question.

"They are all there," said General Lung with a dramatic wave of the hand; "except a few that were lost." The new Tutuh strikes the stranger as being more or less dramatic, or at least impulsive, in most of his actions.

When, according to custom, a servant placed tea on the table, he motioned it aside and without a word pointed to some bottles of beer on a side-board (presumably as being more suited to British taste.) Once, during the conversation, a knot of soldiers stood on the verandah chattering so that they could be hedar in the reception room. Though there were one or two servants and soldiers in the room the General himself went out to drive the talkers away. Another peculiarity one noticed was that whereas most Chinese address themselves to the interpreter, General Lung prefers to speak directly to the interviewer or person to whom his words are being translated; and, during the whole time, his gestures and expressions of face are so eloquent that they go a long way towards giving the person who does not understand the words some idea at least of their meaning.

One of the questions which your representative had, of course, been intending to ask was as to the relations between the Governor General and General Wong Sze-lung. This was knocked on the head by the fact that, on entering the Tutuh's room, the first person encountered was Wong Sze-lung himself, in attendance on Lung Chai-kwong, and he remained present the whole time.

When asked as to the strength of his army at the present moment the Tutuh replied indirectly. "*Most* of the troops," he said, "are now to be relied on. The bad characters have been sent home and doubtless we may have to disband a few more. But you may say that the army, on the whole, is now quite reliable."

"Is it correct that your brother, Lung Kam-kwong, is now in Canton?"

"Yes He has been appointed by President Yuan Shih-kai, as Deputy Commander of the Forces.

"And will the civil officials who served under Chan Kwing-ming be allowed to retain their posts?"

"In some cases; yes. Some have ran away and seem afraid to return; for example Dr Lo, late Commissioner for Foreign Affairs, and Chung Wing-kwong, who was Commissioner for Education. They will lose their posts. Mr Chin, Commissioner of Interior and Mr Kwan, Commissioner of Industry, have both returned and will retain their posts. As Commissioner of the Treasury I have now appointed Fu Ming Poon, who was formerly head of the *likin* at Wuchow."

"And everything is going to be peaceable now?"

"Quite peaceable. You can see that the city is quiet enough, and that the majority of the troops have been disarmed."

"Do you anticipate much trouble with the pirates in the outlying districts?"

The Tutuh laughed. "Oh no."

"And what about the rebellion in the North?"

"That will come to an end very quickly, for the sympathy of the country as a whole is entirely with the President. Almost everyone is opposed to the rebels. These rebels talk a lot and ask for this and for that, yet none of them know what they want."

In conclusion, the Governor General said very impressively that his own one idea was to see absolute peace and prosperity throughout the country. China's financial and industrial condition had become very bad through the self-seeking of a number of men who had abused their power. Now, however, he added, he was convinced that things were at last on the mend and that a period of prosperity was in store for the country.

IN CANTON.

Peace Apparently Has Come to Stay.

(From Our Special Correspondent.)

Canton, Tuesday morning.—Everyone seems now well satisfied that peace (at any rate inside the city) has come to stay. A number of the shops opened as usual yesterday, though those in the neighbourhood of the yamen were still closed. The schools should now be re-assembling after the holidays but pupils are shy of returning. The streets are still crowded with soldiers but nine-tenths of these are unarmed and have consequently lost all their former bold bearing.

Yesterday an immense number of rifles, swords, bayonets and cartridges was brought by lighter to the Admiralty pier; these had been given up by the Luk Kwan. Here and there in the city one met dismantled guns being dragged along by coolies.

Still looted goods are being recovered to an extent that reflects great credit on the energies of the new Tutuh and of the police. Yesterday big sums of money, in notes and silver, were brought to the police station, the yard of which was filled with recovered property, which included bed-steads, a treadle sewing machine, a hat-stand and many such articles that one would have thought would be the last things to be carried off.

Various proclamations are being issued. One says that a number of bars of silver and of unstamped twenty-cent pieces had been stolen from the mint and that jewellers were warned that if they accepted any of these they would be severely punished. Another, from the Tutuh, forbids the carrying of any weapon by any person except soldiers on duty; and a third has been issued to the troops by General Wong Sze-lung as Commander in Chief.

All day yesterday the previous day's typhoon seemed to have swamped the interest in the recent revolt. The river has been phenomenally high and for some time the Bund was well under water. Yesterday morning it was littered with wreckage, boats etc. Tremendous havoc was also done by the wind, numerous trees being blown down, and big sheets of corrugated iron being torn from buildings etc. The U.S.S. Callao broke from her moorings and the German gunboat Tsingtau had to tow her to a fresh buoy.

A slight outbreak of cholera is reported in the city.

Im Ka-chi, late Taotai of Customs returned yesterday by the s.s. Honam.

An Interesting Story.

An interesting story regarding General Lung's pacification of the rebellious forces at Canton is being told in shipping circles. He was reported to have persuaded the malcontent soldiery to surrender the firing pins of their guns to him, and, having thus prevented, as it seemed, all chance of bombardment of Canton, proceeded with the disbanding of the land force.

He is reported to have found matters less easy than he anticipated and to have met with a demand for four months' pay for each man. General Lung, confident of having drawn the teeth of the opposing force, refused, and was informed that, if he did not accede, Canton would be at once bombarded. It appears that the rebels had retained duplicates of the parts they had surrendered!

SPECIAL CABLES.

MORE FIGHTING IN THE NORTH.

SEVERE ENGAGEMENT BETWEEN NANKING REBELS AND NORTHERN TROOPS.

Situation at Szechuan Critical.

(*Our Own Correspondent*)

Shanghai: Received Aug. 18.

The foreign naval detachments have been withdrawn from Chapei and the Settlement boundaries.

A heavy engagement is proceeding between the rebels at Nanking and the Northern troops from Pukow. Fighting has been going on between these forces since Friday, and up to the present no decisive result has been reached, though the conflict is severe in character.

A Red Cross train left Shanghai last evening as there are 200 wounded on the railway between Nanking and Chinkiang.

Coming to Terms.

Shanghai: Received Aug. 19.

Fighting continues to be severe at Nanking, where there are prospects of the rebels making terms with the Northerners, who have captured Tiger Hill.

The situation in Szechuan is reported to be critical.

Later.

General Chang Hsun captured Purple Mountain, at Nanking, this morning and is advancing upon Taiping Gate, Nanking.

ASHORE ON THE PARACELS.

MATSURA MARU FROM HONGKONG GOES AGROUND.

Officers and Crew Rescued by Hitachi Maru.

(*Our Own Correspondent*)

Singapore: Received Aug. 19.

The Hitachi Maru has arrived here with the officers and crew of the Matsura Maru, from Hongkong, which was found stranded on the Paracels, having been driven ashore by the typhoon.

No lives were lost.

The Matsura Maru was only two days from her destination, and had been on the reef for a considerable time.

[The Matsura Maru is a wooden, two decked screw steamer of 251 tons displacement. She was built in 1890 at Osaka for the Asami Chozo, and her dimensions are: —Length, 127 feet; breadth, 31.5 feet; depth, 15.5 feet.]

THE TYPHOON.

Further Reports of Damage done on Sunday.

Further details of the typhoon come to hand slowly, but it is now evident that the damage done was not so serious as might have been expected.

The death is reported of a woman aged 54 years from a cargo boat wrecked off Stonecutter's during the typhoon.

Two bodies were found in the Harbour yesterday supposed to be victims of the typhoon. One was that of a boy and the other that of a man about 30.

We have been informed that at Shek O there are about nineteen bodies lying on the beach. The police launch tried to get to them yesterday, but could not on account of the rough weather Another attempt is being made to secure them to-day. They are all victims of the typhoon.

The steam launch Ariel which broke away from her moorings at Mon-Kok, is stranded at Lantao, near Cap Si-mun. There is also a wrecked lighter in the locality. A junk is wrecked at Yau Kam Tau.

Stirring Times at Cheung Chau.

A party of Y. M. C. A. week-enders, at Cheung Chau, Messrs. Iver, Bellenger, A Mackie, W. B. Hind, Ralphs, and MacDonald, had an exciting time during the typhoon. A very severe blow came on, and the inmates of the matshed considered it wise to take steps for the protection of property. The matshed was badly shaken by the wind and they decided to vacate it. This they did, having previously arranged the interior in a manner suitable to meet any possible danger, and left for better shelter.

The matshed was subsequently blown down, and bedding etc. buried in the ruins.

Man Killed.

Fortunately, a festival of the fishing guilds was in progress at Cheung Chau at the time and consequenity most of the boats were in shelter but one fisherman met his death. He endeavoured to swim out to his junk and was hit over the head with wreckage. His skill was cracked.

One fishing junk was seen to pass by the island. She was drifting, stern foremost. Her masts were gone and one man was vainly struggling at the litter to bring the vessel into a better course.

Damage at Shankiwan.

A very considerable amount of damage was done on the Shaukiwan Road by the force of the sea. At intervals portions of the sea wall has been washed down, and a fair amount of the roadway destroyed. In one spot the roadway was washed away from under the tramway track for a distance of twenty or thirty feet. However this was properly supported and trams are running the whole length of the road. The Public Works Department had the task of repairing the road surface, and from Causeway Bay to the Belle View Hotel, the road is practically as good as ever it was.

It is worthy of comment, that the Tramway Company had trams running as soon after the blow slackened as was the case. About 100 coolies had been kept waiting for an opportunity. They started cleaning the track at 3.30 p.m. and within the hour a service was started and maintained. This is no mean performance considering the amount of debris that had to be cleared away at such places as Arsenal Street for instance.

Lighters Sunk.

Two lighters and a stone junk drifted from Yaumati to Cheung Chau Bay where they became water logged and sank in the bay. The damage is estimated at about $8,000.

Trading junk No. 290 reports that at 5.30 p.m. on the 27th she was anchored at Tsun Wan Bay when the steam launch Kwong Hung steamed across his bow and cut her anchor rope. She drifted away and was wrecked on the beach at Tsun Wan. Seven of the crew managed to get ashore but one was drowned.

It is estimated that the known casualties amount to about half a dozen killed.

The road between Kongmoon Ho and Futakok has been flooded as have also the paddy fields at Tsun Wan.

A coolie has been sent to the hospital suffering from injuries caused by accidentallly falling down the No. 3 hold of the s.s. Thongwa.

At Tai O eight matsheds and and several pile houses have collapsed. There has been no loss of life, however. A quantity of timber has been lost from various goods yards.

At Aberdeen.

At Aberdeen trees were blown down, including a large one near Tau Kung and is lying across the rood, near No. 11 bridge. The retaining wall of this bridge has been washed away and the thoroughfare is impassable for vehicular traffic.

The master of a fishing junk reports that his craft was capsized to the west of Aplichau Island. The capacity of the vessel was 800 piculs. The daughter of the master, aged six months, was drowned and the crew got ashore. What happened to the boat, whether she sunk or drifted is not known. The damage is estimated at $250.

At Stanley the police flagstaff and a few panes of glass were blow way. A fishing junk belonging to Pinghoi reports that while coming from Ping Hoi to Stanley with a crew of six, it capsized near Cape D'Aguilar and five of his crew were drowned.

A quantity of wood got adrift from the wood yards at Yaumati during the storm and has not yet been recovered.

The steam launch Hang On and a new river steamer were badly damaged at Yaumati Bay.

Three junks went ashore at Stonecutters Island.

The Police Station at Shatin, which consists of a matshed erection, was blown away and several trees uprooted in the neighbourhood. No one was injured but the police are now housed in the cells.

At San Tin Island, the police station was deprived of its roof, doors and windows, only the bare walls standing.

Shautakok Railway Station was damaged and the furniture which floated away has not been recovered.

A large fishing junk drifted from Cheung Chau with ten persons on board. At Lamma Island the crew managed to get ashore, but one old man aged sixty-four years, who feared the junk was going to drift off again, attempted to board her again and received injuries in doing so from which he subsequently died.

Six artillery targets drifted from Lyemoon Bay in the direction of Taikoo docks and they have not been seen since.

Two large fishing junks were dashed on the rocks at Shek O. No lives have been lost, but one man is reported to be seriously hurt.

The master of a junk of 400 piculs capacity reports that whilst out with a crew of four the junk drifted from San Mo in Chinese territory to Tung Lung in British Territory, and dashed against the rocks, and was broken up. One of the crew was drowned and three were saved. The damage to the junk is estimated at $1,000.

ASSAULTED A CONSTABLE

Tore the Tie from His Neck.

A Swede named Ernst Aleuberg, residing at the Grand Carlton Hotel, was charged before Mr Melbourne at the Police Court, this morning, with behaving in a disorderly manner whilst drunk yesterday, and with assaulting Police Constable Wilson in the execution of his duty.

The defendant said he had not remember anything about the incident, and pleaded guilty in order that no evidence should be taken.

The tie of the police constable which was torn from his neck, was produced in Court.

Defendant was fined $5 on the first charge, $10 on the second charge and ordered to pay $1-50 compensation to the constable.

LIQUOR IN EATING HOUSE.

People Who Brought in Drink Unnoticed.

A Chinese from the eating house at the old skating rink, was fined $25 at the Police Court, this morning permitting liquor to be consumed on his premises without a licence.

Mr. Faithfull defended, and pleaded that though the penalty was $500 he would ask his Worship to take the view of the case that he would present. The place was a large one, and the persons who had the drink had brought it in with them unnoticed. He would assure his Worship that his client would take all possible care that such a thing would not occur again.

Medical Charge.

Lieut. J. B. Tackaberry, I.M.S., is placed in Medical Charge of the 24th (Hazara) Mountain Battery, from 18th August, until further orders.

Found Hanging to Tree.

An unknown Chinese aged about forty years was found hanging to a tree in the grounds of St. Joseph's College by the police to-day. The man appeared to be a leper.

DAIRY FARM NEWS.

FRESH MILK

No careful mother can afford to use any but

Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk

The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind

"Dairy Farm Milk" means:—

Good. Clean & Wholesome Milk.

To-day's Advertisements.

The Hongkong Tramway Company, Limited.

By kind permission of Major Robinson and Officers the Band of the 25th Punjabis will play on the Beach at North Point from 9 p.m. until 11 p.m.

TO-NIGHT the 19th Inst.

Special Cars will leave the Post Office every few minutes.

THE SOTTO CASE.

(*Continued from page 1.*)

That part which Pio Datan played in this affair was a trivial one. He was a mere servant of Sotto. No one can believe from the evidence that any relations of the kind claimed by the defendants ever existed between him and Aquilina Vasquez. He was a person placed at her orders by Vicente Sotto and their relations were those of a mistress and servant. She herself testified: "When I left the house, I took Pio Datan with me." Notwithstanding the subordinate relation which he bore to the other defendant, his connection with the affair, was such as to make him responsible as an accomplice. The principal defendant, the man who really committed the crime, is Vicente Sotto. The judgment of the court below is modified by imposing upon Pio Datan four months and twenty-one days of arresto mayor instead of four months and by striking out the indemnity of P. 1,000 in favour of Genoveva Daclisan, and in lieu thereof condemning the defendant Sotto to pay as dowry to Aquilina Vasquez P. 500, and to maintain the off spring of his relations with her if there by any. In all other respects the judgment of the court below is affirmed, with the costs of this instance against the defendants.

Whatever crimes may have been committed in connection with the certificate of marriage, which from the evidence in this case we hold to be false, can not be considered here, but must be be left for action by the proper officials. So ordered.

Arellano, C.J., Torres, Johnson, and Tracey, J. J., concur.

Judgment modified; defendants convicted.

Woman Robbed.

A married woman residing at the Wing Wo Boarding House in Connaught Road reports to the police that while she was away from her cubicle someone entered and stole a leather bag containing $6,400 and several articles of jewellery valued at $1,841.

Judge's Rebuke to Jurors.

Judge Boyd, at Limerick Assizes, recently, said it was a farce to be trying cases before the County Limerick common jurors, who apparently were not willing to discharge their duties. Their verdicts were a disgrace to justice, and in not one single case before him had they found according to the evidence.

Beer Brewed By a King.

Twelve dozen bottles of ale brewed by King Edward when he visited Bass' Brewery, fetched £2 16s. at the sale of Sir Wm. Bass's effects at Byrkley Lodge, Burton.

ROYAL HONGKONG GOLF CLUB.

The result of the Captain's Cup and Pool for August is as follows:—

	Cup.
°A. C. Davison	91 - 11—80
C. A. Tomes	94 - 12—82
K. M. Cumming	83 Scr.—83
R. Henderson	93 - 10—83
E. L. Arnold	93 - 10—83
G. Hastings	96 - 12—84
M. R. Harris	96 - 9—89
Commander Gregory	96 - 8—91
G. M. Young	109 - 18—91

°Qualifies for Cup.

	Pool.
°C. A. James	88 - 14—74
A Davison	90 - 11—79
C. A. Tomes	94 - 12—82
K. M. Cumming	83 Scr.—83
Rev. Foster Pegg	83 11—84
Capt. Spicer	89 - 5—84
Commander Gregory	99 - 8—91
W. H. Hastings	107 - 14—93

°Wins Pool.

34 Entries.

Dr Sun's New Name.

Dr. Sun Yat-sen has taken the name Wang Kuo-hsien, meaning "wise man of the country." Huang Hsing styles himself Imamura.

PASSENGERS ARRIVED.

Per s.s. Monteagle, arrived 19th inst., from Vancouver.

Bernadelli, M.	Raphael
D'Assies, Rev. S T.	Strong, Mrs. Toker, Miss E.
Kaulback, Capt.	Thoma
McGill, A.	Thomas, Capt.
Russell, W. R.	

Per s.s. Namur, arrived from Yokohama 19th inst.

Bone, Rev. C.	Phillip, G.
Bone, Mrs.	Piercy, Geo.
Ellis, Mrs. N.	Piercy, Mrs.
Ellis, Miss	Prindiville, Miss
Kirkness, Com. J. L.	Sharood, Mrs. Tunbridge, Miss
Kirkness, Mrs.	Wolff, L. M.
Murray, S. R.	

To-day's Advertisement

FROM KOBE AND MOJI.

NOTICE TO CONSIGNEES.

THE Steamship

"TORILLA,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD.
Agents.

Hongkong, 19th August, 1913. [445

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& CO., LTD.
"MEN'S WEAR SPECIALISTS."

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SHIRTS
FOR
COMFORT
AND
SMARTNESS.

WHITE and COLOURED.

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(Next door to Thos Cook & Son)

WILLIAM POWELL, LTD.

TELEPHONE 346

NEW

BABY CARRIAGES

WOOD AND CANE BODIES.

—— WIRED-ON TYRES ——

Smart Inexpensive Types.

A RARE OPPORTUNITY.

CARPETS CARPETS

Having a pretty heavy Stock of INDIAN CARPETS on hand we are clearing them at extremely low prices, approaching very near their cost, and earnestly advise our valued customers and patron not to miss this opportunity which may not come round again.

A trial visit would be more convincing than saying anything further.

MEHTA & CO.
SILK MERCHANTS.
HONGKONG HOTEL BUILDINGS.

LANE, CRAWFORD & CO.

TELEPHONE No. 97.

A SUMMER DISH.

CHIVER'S.

ENGLISH GROWN FRUITS IN SYRUP

WITH

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THE WONDER WATER OF JAPAN.
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CANADIAN PACIFIC ROYAL MAIL.

STEAMSHIP LINE.

FROM HONGKONG		FROM QUEBEC	
EMPRESS OF JAPAN	27th August.	ALLAN LINE EMPRESS OF BRITAIN	25th Sept.
MONTEAGLE	30th August.	EMPRESS OF BRITAIN	2nd Oct.
EMPRESS OF RUSSIA	10th Sept.		2nd Oct.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA." and "EMPRESS OF ASIA," are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross; the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

Rates quoted above **do not** include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTEAGLE". Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only.) allowed to Army and Navy officers, Civil Service employees, missionaries, etc., etc.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

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APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "G. APCAR" 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 20th August at daylight.

S.S. "DILWARA," 5,378 tons, Capt. Ramage, will be despatched to YOKOHAMA, KOBE and MOJI on 24th Aug.

WESTWARD.

S.S. "THONGWA," 6,298 tons, Capt. Robins, will be despatched for SINGAPORE, PENANG & CALCUTTA on 20th August at 3 p.m.

S.S. "TORILLA" 5,205 tons, Capt. Swanson, will be depatched as above on 23rd August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight orpassage, apply to,

DAVID SASSOON & CO., LTD.
Agents

Hongkong, Aug. 19th, 1913.

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 19th AUGUST.

10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."

WEDNESDAY, 20th AUGUST.

8.00 a.m. "HONAM." 8.00 a.m. "HEUNGSHAN"

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largtes and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton, Company's Steamers—Day Steamers Call No 776. Night Steamers, Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI." Tons 1651 S.S. "SUI AN." Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m

EXCURSION TO MACAO

SUNDAY, 24th August.

The Company's Steamship,

"SUI AN."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of
Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Comany's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

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PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

Destination.	Steamers		Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said ...	MIYAZAKI MARU Capt. Soyeda	T. 16,000	WED'DAY, 27th ug. at daylight.
	KITANO MARU Capt. F. Cope	T. 16,000	WED'DAY, 10th Sept. at daylight.
VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu and Yokohama	§TAMBA MARU Capt. Teranaka	T. 12,500	TUESDAY, 26th Aug., at 4 p.m.
	AWA MARU Capt. Shimidzu	T. 12,500	TUESDAY, 9th Sept. at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	NIKKO MARU Capt. Takeda	T. 9,600	WEDNESDAY, 27th Aug. at noon.
	KUMANO MARU Capt. Winckler	T. 9,300	WED'DAY 24th Sept. at noon.
CALCUTTA via S'pore, Penang & Rangoon	KIRIN MARU Capt. Deguchi	T. 6,000	SATURDAY, 23rd August.
BOMBAY via Singapore and Colombo.	BOMBAY MARU Capt. Tozawa	T. 5,000	MONDAY, 1st Sept.
KOBE & Yokohama	HIRANO MARU Capt. Fraser	T. 16,000	THURS., 28th Aug. 11 a.m.
NAGASAKI, Kobe & Yokohama	KUMANO MARU Capt. Winckler	T. 9,300	TUESDAY 26th Aug. 5 p.m.
KOBE.....	KAMAKURA MARU Capt. Hori	T. 12,500	FRIDAY, 29th August.
SHANGHAI, Kobe & Yokohama	CEYLON MARU Capt. Noguchi	T. 12,000	WED'DAY, 20th August.

‡Cargo only.

§ Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCUSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st class	$135	$122	$108	$95
2nd class	$ 81	$ 75	$ 65	$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to
Telephone No. 292.

T. KUSUMOTO. Manager.

5

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
TSINGTAU, WEIHAIWEI, CHEEFOO, NEWCHWANG AND TIENTSIN	"KUEICHOW"	19th Aug. at 4 p.m
SAIGON	"KANSU"	20th Aug at 10 a.m.
MANILA, CEBU & ILO "TAMING"		20th Aug. at 4 p.m.
SHANGHAI.....	"ANHUI"..	21st Aug. at 4 p.m.
SHANGHAI.....	"CHENAN"	23rd Aug. at m'night.
MANILA, CEBU & ILO...	"TEAN".....	26th Aug. at 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

AUSTRALIAN ORIENTAL LINE.

MANILA, Zamboanga & Australian ports ..... "CHANGSHA" .....27th Aug. at noon.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON "and "S.S. SANUI."

☞MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

☞SHANGHAI LINE.—The Twin Screw steamers "Anhui" "Chenan," "Linan" and the S. S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares:—Single $45. Return $75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Agents

Telephone No. 36
Hongkong 19th August, 1913.

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG,"
CAPT. PANNIER,
Will leave for Haiphong direct

For Freight and passage apply to M. SAINT CLAIR de RUSSIERRE, Agent

MESSAGERIES MARITIMES CIE.

Shipping

HONGKONG — PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
ZAFIRO...	4000	F. S. McMurray	Manila Mangarin, Cebu and Iloilo.	MONDAY, 25th August, 4 p.m.
RUBI	4000	J. Miller	Manila Mangarin, Cebu and Iloilo.	THURSDAY, 4th Oct., 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 16th Aug. 1913.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjikini	JAVA.....	1st half Aug	S'HAI.....	2nd half Aug.
Tjipanas	S'HAI	2nd half Aug.	JAVA.....	2nd half Aug.
Tjitaroem ...	JAVA	1st half Sept	JAVA.....	1st half Sept.
Tjiliwong ...	JAVA	1st half Sept.	S'HAI.....	1st half Sept.
Tjilatjap	JAVA	1st half Sept.	JAPAN...	1st half Sept.
Tjimahi	JAPAN...	2nd half Sept.	JAVA.....	2nd half Sept.
Tjibodas	JAVA.....	2nd half Sept.	S'HAI.....	2nd half Sept.
Tjimanoek ...	JAVA.....	2nd half Sept.	JAPAN...	1st half Oct.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
York Building

Telephone No. 275 '15

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of Sailing
S.S. "Nippon Maru"	...11,000...	A. G. Stevens.....	Aug. 26. at noon
S.S. "Tenyo Maru"	...22,000...	E. Bent.....	Sept. 1. "
S.S "Hongkong Maru"	11,000	S. Togo	Sept. 19. "
S.S. "Shinyo Maru"	...22,000...	H. S. Smith.....	Sept. 25. "
S.S. "Chiyo Maru"	...22,000...	W.W. Greene	Oct. 17. "

The S.S. Nippon Maru will be despatched for San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday 26th August at noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

SOUTH AMERICAN LINE.

in connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz).

Only Regular Direct Service to Mexican, Chilian and Peruvian Ports

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Buyo Maru	....10,500.....	Saturday, October 4, at Noon.
Anyo Maru	....18,500.....	Wednesday Dec., 3, Noon
Kiyo Maru	....17,200.....	Thurs., Feb., 5, 1914 at noon.

For Passage particulars as to Fortnightly and Freight, apply to

S. MORIMOTO. Agent.
KING'S BUILDING, Opposite Blake Pier.

"THE BIG 4" OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws

Also Nile, 11,000 tons, China, 10,000 tons, and Persia, 9,000 tons.

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Honolulu (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST Is not more by this route with its unrivalled opportunities, than by any other route For a return ticket to London the cost is but £150. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £120) and to San Francisco £36. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service

Steamers:			
Mongolia	27,000	Tons	Starting Aug. 23, at 1 p.m.
Persia.....	9,000	"	" Sept. 13, at noon.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG—MANILA SERVICE.

From HONGKONG, Leave Hongkong.	Arrive Manila.	From MANILA. Leave Manila.	Due Hongkong.
Sept. 13 PERSIA	Sept. 15	Sept. 2 PERSIA	Sept. 4
Oct. 14 CHINA	Oct. 16	Sept. 10 KOREA	Sept. 12
Oct. 28 NILE	Oct. 30	Sept. 24 SIBERIA	Sept. 26

* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU

King's Building (opp. Blake Pier). R. C. MORTON, Agent. *Telephone No. 141*

Hongkong, 20th January, 1913.
Panama-Pacific International Exposition-San Francisco-1915.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20 per cent. on the full Fares.

FOR SWATOW, AMOY AND FOOCHOW RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
HAITAN	J. S. Roach	FRI., 22nd Aug. at 11 a.m.
HAICHING...	W. C. Passmore.	TUESDAY, 26th Aug., at 11 a.m.

FOR SWATOW.

HAIMUN	J. W. Evans ...	WED., 20th August, at 11 a.m.
HAIMUN	J. W. Evans ...	SUN., 24th August, at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.
General Managers.

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LOG BOOK.

Burma Mail Boat In a Cyclone.

"I have travelled all over the world, but it has never before been my lot—and I hope it never will be again—to experience such a rough passage as we have just endured." Such was the remark passed to a "Statesman" representative by a passenger on board the steamer Angora, which, after a terrific buffeting in the Bay, arrived from Rangoon with the English mails exactly thirty hours after her proper time, says the "Singapore Free Press" of August 12. The steamer was caught in a cyclonic storm of great severity, encountering tremendous seas and violent and treacherous winds, which necessitated her being driven at half speed nearly the whole of the way. She left Rangoon about eleven o'clock on Tuesday morning, and there was then every indication that there were squalls ahead. Land was still in sight when the vessel entered the fringe of the storm. The seas grew bigger and bigger, the wind howled, and the fifteen or so passengers on board began to prepare for an unpleasant time. Speed was reduced from fifteen knots to seven, while at times the boat was actually brought to a standstill by the fury of the storm. "The ship staggered and tossed about in an alarming fashion" said a passenger. About midnight on Tuesday the storm was at its very worst, and there was hardly a passenger on board who got a wink of sleep. In the morning the wind had abated a little, but it increased in force again, and Wednesday and Thursday saw really very little improvement in the weather. The wind seemed to be taking a circular course, being first on one side of the ship and then on the other. Considering the size and force of the seas, it is remarkable that extensive damage was not done to deck fittings.

"Had speed not been reduced there is no doubt that everything would have been carried away forward," an officer remarked. He was of the opinion that it was the worst passage made between Rangoon and Calcutta for twenty years. At about six o'clock yesterday morning the ship was struck by a particularly heavy wave, which smashed four portholes, and flooded the cabins. Fortunately these were not occupied. The water also poured into the aft well-deck, where, it is stated, several boxes were smashed and luggage damaged. It was not until the ship was practically at the mouth of the river that the sea grew calm.

At about eleven o'clock on Friday morning, when all the passengers were straining their eyes landwards, attention was drawn to what looked like a raft with men on it. As the ship grew nearer the object resolved itself into a native lighter, and it was evident that the eight men on board were in dire distress. The frail craft was riding the waves well enough; but its occupants were making frantic signals for assistance which were immediately responded to, although a rescue with such a sea running was no easy matter. After one or two failures the lighter got alongside, and the natives swarmed up a rope ladder on the deck. They were in an exhausted condition and ate food ravenously. Their story was that for four days and nights they had been in the open sea without food or drink, their boat having been washed away from Cuttack during the storm.

Damages One Farthing.

Wootton v. Sievier is not the first celebrated Turf libel case in which the plaintiff has been awarded damages of a farthing. Charles Wood, the jockey, obtained an equal sum in 1883 from the "Licensed Victuallers' Gazette," which had accused him of pulling in two races; while the same damages were given in the celebrated case brought by Sir George Chetwynd a year later against Lord Durham. This latter action was referred to in the Sievier case, in which Lord Durham was himself a witness.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
SHANGHAI.....	HANGSANG†.....Fri.,	22nd Aug. at noon.
S'PORE, Penang & C'outta.	LOVAT ....Sat.,	23rd Aug. at 2 p.m.
MANILA	YUENSANG*..... Sat.,	23rd Aug at 2 p.m.
S'PORE & S'baya.....	ONSANG ..... Tues.,	26th Aug. at 2 p.m.
S'PORE, Penang & C'outta	SUISANG.....Fri.,	29th Aug. at 2 p.m.
MANILA	LOONGSANG* ..Satur.,	30th Aug. at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang," leaev about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" "Kumsang" "Lovat" "Yatshing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

For Freight or Passage,

Apply to **JARDINE, MATHESON & CO, LD.**

Telephone No. 215. General Managers. [8

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"Shire" Line Service.—Homeward.

For	Steamers.	Date of Sailing.
LONDON, ROTTERDAM & ANTWEEP.....	FALLS OF ORCHY	about 21st August
V'TORIA V'COUVER S'TLE TACOMA & P'LAND.....	DEN OF CROMBIE	about 24th Aug
V'TORIA V'VER, S'TLE, TACOMA & P'LAND...	DEN OF GLAMIS...	„ 21st Sept.

New Trans-Pacific "Shire" & "Glen" Joint Service.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
AGENTS. [94

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA," 4154 tons gross, Capt. Chidly, will be despatched for YOKOHAMA, KOBE & MOJI on the 27th August at 4 p.m. taking cargo and passengers at current rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.,
AGENTS.

Telephone No. 215.
Hongkong, 18th August, 1913. [1

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

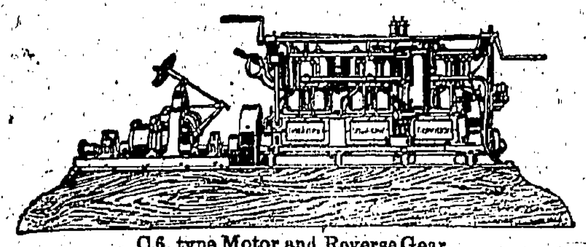
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 B. H. P.

As supplied to the British Admiralty & War Office.



C.6. type Motor and Reverse Gear.
B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA & JAPAN, AGENTS.
Telegraphic Address:—"TAIKOODOCK."
TELEPHONE No. 22

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Falls of Orchy	J. M. & Co.	20 August
London & Antwerp via Singapore, &c.	Namur	P. & O. Co.	20 August about
Havre Bremen & Hamburg &c.	Silesia	H. A. L.	26 August
Havre, Emden and Hamburg &c.	Suevia	H. A. L.	4 Sept.
Marseilles & Hamburg, &c.	Saxonia	H. A. L.	24 August
Marseilles, Rotterdam, Hamburg & Antwerp, &c.	O.J.D. Ahlers	H. A. L.	7 Sept.
M'seilles via S'gon, S'pore, C'bo, Port Said	Chili	M. M. Co.	26 August
Marseilles, London & Antwerp via S'pore, &c.	Miyasaki Maru	N. Y. K.	27 August
Trieste, Fiume, Venice via Singapore, &c.	Vorwaerts	S. W. & Co.	2 September aubot
Naples, Genoa, Algiers, Gibraltar, S'ton,	P. Alice	M. & Co.	20 August
Glasgow & Antwerp,	Glenroy	S. T. & Co.	20 Aug. about

New York, San Francisco and Canada.

Boston and New York	Kansas	B. L.	2 Sept.
San, Francisco via Keelung & Japan &c.	Mongolia	P. M. Co.	23 August
San Francisco via Shanghai & Japan, &c.	Nipp.n Maru	T. K. K.	26 August
San, Francisco via Manila and Japan, &c.	Persia	P. M. Co.	13 Sept.
Victoria, B.C., & Seattle via Keelung, &c.	Tamba Maru	N. Y. K.	26 August
V'couver, S'tle and/or T'coma, & P'land (Or.)	Ucheamark	H. A. L.	27 August
Victoria, B.C., & Tacoma via Keelung, &c.	Canada Maru	O. S. K.	23 August
do do do	Tacoma Maru	O. S. K.	4 September
Vancouver via Shanghai and Japan, &c.	Monteagle	C. P. R. Co.	30 August
do do do	E. of Japan	C. P. R. Co.	27 August
Vancouver, Portland, &c.	Den of Glamis	J. M. & Co.	21 August
Mexican, Peruvian and Chili Ports via Japan	Buyo Maru	T. K. K.	4 October

Australia.

Australian Ports via Manila	Changsha	B. & S.	25 August
do do	Nikko Maru	N. Y. K.	27 Aug.
do do	P. Waldemar	M. & Co.	6 September

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. C. J. L.	Quick despatch
do do do	Tjimahi	J. C. J. L.	Quick despatch
Japan	Tjiliwong	J. C. J. L.	Quick despatch
Kobe	Kamakura Maru	N. Y. K.	29 Aug.
Kobe and Yokohama	Hirano Maru	N. Y. K.	26 Aug.
Yokohama and Kobe via Shanghai	Austria	S. W. & Co.	30 Aug., about
Moji, Kobe and Yokkaichi	Saigon Maru	O. S. K.	22 August
Manila, Mangarin, Iloilo and Cebu	Zafiro	S. T. & Co.	25 August
do do	Rubi	S. T. & Co.	4 Sept.
Manila, Cebu and Iloilo	Tean	B. & S.	25 Aug.
Manila	Loongsang	J. M. & Co.	30 August
do	Yuensang	J. M. Co.	23 Aug.
Nagasaki, Kobe & Yokohama	Kumano Maru	N. Y. K.	26 August
Shanghai, Kobe and Moji	G. Apcar	D. S. & Co.	20 August
Shanghai, Moji, Kobe & Yokohama	Yeddo	A. N. & Co.	7 Sept.
do do	Nore	P. & O.	23 Aug., about
Shanghai, Kobe & Yokohama	Chili	M. M. Co.	Quick despatch
do do	Magellan	M. M. Co.	25 Aug.
do do	Ceylon Maru	N. Y. K.	20 Aug.
Shanghai, Tsingtau, Kobe and Yokohama	Luetzow	M. & Co.	20 Aug., about
Shanghai, Tsingtau, Kobe and Yokohama	Tjilatjap	J. C. J. L.	Quick despatch
Shanghai	Tjikini	J. C. J. L.	Quick despatch
do	Tjipanas	J. C. J. L.	Quick despatch
do	Africa	S. W. & Co.	31 August
do	Devanha	P. & O. Co.	28 Aug. about
do	Chenan	B. & S.	23 Aug.
Swatow, Amoy and Foochow	Haiyang	D. L. & Co.	19 Aug.
do do	Haiching	D. L. & Co.	26 Aug.
do do	Haitan	D. L. & Co.	22 Aug.
Singapore, Penang, & Calcutta	Tongwa	D. S. & Co.	20 Aug.
do do	Lovat	J. M. & Co.	22 August
do do	Suisang	J. M. & Co.	29 August
Foochow via Swatow and Amoy	Kaijo Maru	O. S. K.	27 Aug.
Tamsui via Swatow and Amoy	Daigi Maru	O. S. K.	24 Aug.
Swatow	Haimun	D. L. & Co.	20 Aug.
Singapore, Penang, Rangoon & Calcutta	Kirin Maru	N. Y. K.	23 Aug.
Singapore and Sourabaya	Onsang	J. M. & Co.	26 August
Saigon	Kansu	B. & S.	20 Aug.
Anping and Takao via Swatow and Amoy	Soshu Maru	O. S. K.	20 Aug.
Bombay via S'pore Port S'ham, Pen'ge & C'bo	Luzon Maru	O. S. K.	4 Sept.
Bombay via Singapore, & Colombo	Bombay Maru	N. Y. K.	1 Sept.
Jesselton, Kudat and Sandakan	Borneo	M. & Co.	End of Aug.

BOLINDERS CRUDE-OIL MOTORS.

ARE USED IN THE

BRITISH and in the GERMAN Navy.

ULDERUP & SCHLUTER.

HONGKONG,
21 CONNAUGHT ROAD CENTRAL.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessels.
Straits,	Namur.
Saigon,	Kansu.
Saigon.	Landrat Schieff.
Swatow,	Haimun.
Batavia,	Baldis
Shanghai,	Luetzow.
Macao,	Sui Tai.
Straits,	Thongwa.
Philippines,	Taming.

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessels.
Singapore,	Luetzow.
Shanghai,	E. of Japan.
London,	Den of Crombie.
Singapore,	Dilwara.

AMERICAN MAIL.

The American Mail ex the s.s Tenyo Maru has been transferred to the s.s. Empress of Japan which steamer is scheduled to arrive here on Thursday 21st inst. This is on account of the s.s. Tenyo Maru calling at Manila.

The P M. s.s Mongolia will be dispatched from this port at 1 p.m. on Saturday, 23rd inst., for San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Yokkaichi, Shimizu, Yokohama and Honolulu.

CANADIAN MAIL.

The C. P. R. s.s. Empress of Japan left Shanghai on the 18th inst., at 7 30 a.m and is due to arrive Hongkong on the 20th inst. at 6 p.m.

The C. P. R. s.s. Empress of Russia left Vancouver on the 13th inst.

GERMAN MAIL.

The I.G.M. s.s Luetzow carrying the German Mails with dates from Berlin of the 23rd July left Singapore on the 15th inst., 4 p.m. and may be expected here on or about the 20th inst., at daylight.

AUSTRALIAN MAIL.

The N.Y.K. s.s. Kumano Maru (Australian Line) left Thursday Island for this port via Manila on the 14th inst., and is expected on the 23th inst.

The S. & E. s s. St. Albans left Sydney on 6th inst., for this port via Queensland Ports Port Darwin and Manila and may be expected to arrive here on 30th inst.

MERCHANT STEAMERS.

The Barber Line s.s. Shimosa from New York, sailed from Sabang for Hongkong on the 10th inst., and is due here on or about the 19th inst.

The Nanyo Yusen Kumi s.s. Riojun Maru from Java, sailed from Sourabaya for Hongkong direct on the 10th inst., and is due here on or about the 21st inst.

The s.s. Glenlogan passed the Suez Canal on 25th July for Hongkong via Straits.

The T.K.K s.s. Buyo Maru left Manzanillo for Honolulu on the 28th July and is due in Hongkong on the 20th September.

The Mogul Line s s. Montrose sailed from the United Kingdom on the 23rd ult, for Hongkong via the Straits.

THE AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
CHANGSHA	20th August.	25th August.
TAIYUAN	17th Sept.	29th Sept.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc, and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire
Telephone No. 93. Agents.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

TO

Marseilles, Havre, Bremen and Hamburg and New York.
And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. SENEGAMBIA ...28th Aug.	S.S. SUEDMARK .....20th Sept.
S.S. UCKERMARK ...28th Aug.	S.S. ARABIA .....6th Oct.
S.S. LIBERIA .....11th Sept.	S.S. SEGOVIA .....20th Oct.
S.S. ALBENGA .....20th Sept.	S.S. ALTMARO .....5th Nov.

HOMEWARD.

For M'illes, Havre, D'kirk & H'burg; S.S. BERMUDA.....20th Aug.	For Havre, Bremen & Hamburg; S.S. SCANDIA .....22nd Sept.
For Havre, Bremen & Hamburg; S.S. SILESIA.....22nd Aug.	For V'ver, S'tle, and/or T. & P. (Or); S.S. C. FERD LAEISZ 30th Sept.
For Marseilles & Hamburg; S.S. SAXONIA .....24th Aug.	For Havre & Hamburg; S.S. SENEGAMBIA .....1st Oct.
For V'ver, S'tle, and/or T. & P. (Or.); S.S. UCKERMARK ...27th Aug.	For Emden, Hamburg & Antwerp; S.S. SPEZIA ..... 5th Oct.
For Havre, Emden & Hamburg; S.S. SUEVIA .....4th Sept.	For Rotterdam & Hamburg; S.S. SAOSSEN .....12th Oct.
For M'illes, R'terdam, H'burg & A'werp; S.S. O.J.D. AHLERS 7th Sept.	For Havre, Bremen & Hamburg; S.S. LIBESIA.....19th Oct.
For Havre & Hamburg; S S. BELGRAVIA.....18th Sept.	For V'ver, S'tle, and/or T. & P. (Or.); S.S. ANDALUSIA .....25th Oct.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office. [12

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.
AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 3rd Floor, Telephone 1033. [48

Russian Volunteer Fleet.

The Steamers of the Russian Volunteer Fleet running between Vladivostok and Odessa via Ports regularly, will call at Hongkong Once a Month both ways.

For Freight, Passage and further particulars please apply to

Capt. D. A. LUKHMANOFF,
Agent.
Hotel Mansions, 3rd Floor,
Rooms Nos 12A & 14
Telephone No. 1224. Hongkong, 31st July, 1913

HOTEL LISTS.

Hongkong Hotel.

Ahrendts, Mr. & Mrs.
Bargmann, F.
Barberini, E. T.
Bate, E. R.
Bates, H. B.
Bellilios, Mrs. E. R.
Blum, A. N.
Baldwin, G. L.
Beattie, W. H.
Brown, J. K.
Castro, Mr. & Mrs. F. H. D. E.
Castro, Miss D. E.
Castro, Master D. E.
Cambridge, A. J.
Chapple, F. T.
Claxton, A. A.
Coleman, Dr. A. L. E. F.
Dowley, W. A.
Davis, C. H.
Derteano, Mr. & Mrs. & 2 children.
Dewar, J.
Douglas, Mr. & Mrs. R. H.
Eedy, Capt. G. W.
Ehrenfels, Mr. & Mrs. H. E.
Egeber, Mrs. E. L.
Fisher, H. G.
Gallotte, H.
Garrow, H.
Geare, Mr. and Mrs. I. H.
Gillespie, Dr. J. M.
Gordon, A. C.
Goulbourn, V.
Gourgey, I.
Grimshaw, R. J.
Grisogono, P. O. Von.
Gumbitz, A. K.
Hall, P. C.
Hanna, Dr. J. G.
Hannibal, Mr. & Mrs. W. A.
Harbord, W. T.
Hewett, Hon. Mr. E. A., C.M.G.
Henry, Mr. & Mrs. A. G.
Hicks, Mrs. J. J.
Hennessy, G. J.
Hall, T. Q.
Hale, E. R.
Judah, Mrs. A. N. E.
Johnson, Mr & Mrs
Kabel, E. S.
Kadoorie, Ellis
Knight, Mr. & Mrs. W. B.
Kruseman, A.
Lloyd, G. T.
Lobb, Dr. E. L. M.
Leeman, T.
MacIntyre, Mr. and Mrs. Neil
Martin, G.
Mazon, C. Farebrother
Matheson, Miss M.
Matheson, Mrs. R. T.
McKean, Dr. G. W.
Mehta, B. K.
Merecki, J.
Moulder, A. B.
Mulder, Mr & Mrs. J. D. F.
Neubert, Dr. Nolte, Dr R.
Nolasco, Dr & Mrs. L.
North, R. H.
Norman Peterkin
O'Leary, Miss G.
Oliver Beach, Ormiston, J.
Pell, G.E.
Roxas, Mrs.
Roxas, Master
Ray, E. H.
Roxburgh, R.R.
Reay, Miss F.
Rankin, E. H.
Rodes, G.
Sibley, J. C.
Singer, E. T.
Smith, Mr. and Mrs. E. E.
Shriver, J. A.
Sorby, V.
Stoner, Mr and Mrs H. B.
Square, Miss A.
Safier, J.
Stratton, Mrs.
Smith, Mrs.
Soriano, Mr. & Mrs.
Soriano, Miss C.
Soriano, Miss M.
Sweet, Mrs. W. H.
Southmayd, J. B.
Souza, Mrs. A.
Souza, Dr. & Mrs. A. B.
Swift, Mr. & Mrs. G. H.
Thomson, Mrs. A. A.
Thomson, Miss C.
Tapp, J. R.
Theodorides, E. Th.
Vinson, Miss M.
Walker, Capt. H. A.
Weidler, W. E.
White, F. W.
Wood, G. G.
Westlyn, Miss L.
Williams, Mrs. M. S.

King Edward Hotel.

Almond, Mrs. R.
Cargill, F. J.
Castro, C.
Chee, T.
Connell, R.
Connell, H. E.
Dobbie, Mr. & Mrs.
Donaldson, W. A.
Finchett, Mrs.
Gerlach, Mr. & Mrs. W. W.
Grimble, G.
Harris, J. B.
Heinemann, Mr. & Mrs.
Hingle, E. J.
Jensen, B.
Kraft, Mr. & Mrs. W. D.
Lauritsen, Mr. & Mrs.
Lemare, Mr. & Mrs.
Lennox, J.
Logan, W.
Mackintosh, J. A.
Major, Mrs.
Massey, Miss.
McHugh, Mr. & Mrs. F. E.
Mody, Mr. & Mrs. J. H. N.
Morriss, Mrs.
Murphy, J. A
Murray, M. F.
Nobbs, A. P.
Passmore, Capt. & Mrs. W. C.
Peake, A. D. J.
Saunders, Miss.
Schenk, Mrs.
Shelhamer, Mr. & Mrs.
Sibree, Dr.
Spurge, H. S.
Stewart, Capt, & Mrs A. H.
Walker, D.
Whitelaw, G. C

Grand Hotel.

Allan, Mr. & Mrs.
Bartle.
Crew, Mr. and Mrs. A. B.
Cecil, Miss
Coyne, F.
Frith. A.
Fearon
Frenck, C.
Freese, M.
Frampton, Miss
Gooding, S.
Gourier, V.
Greenhill, Miss
Hill, Miss
Hyde, Capt.
Jack Mr & Mrs
Keyt, Dr.
Lewingdon, Capt. J. S.
Lorria, F.
McGrath, J.
Michael, Miss
Mowat, Capt
Poole, Mrs.
Paunceford, J.
Romaine, Miss
Smith, R.
Weismann, C.

Craigieburn.

Caldwell, Mr.
Caldwell, Miss
Carpenter, Mr. and Mrs.
Cornell, W. A.
Kydd, Mr. and Mrs.
Galbraith, V. M.
Guernier, Mrs.
Meurer, Mrs.
McDougall, Mr. and Mrs.
McCaig, J.
Reynaud, Madame & monsieur
Smith, Mrs. G.
Smith, E. G.
Wood, E. M.

MOVEMENTS OF STEAMERS.

MERCHANT STEAMERS.

The P. & O. s.s. Nore left Singapore for this Port on the 16th inst., at 7 a.m. and is due here on the 21st inst., about 6 a.m.

The Swedish East Asiatic Co.'s s.s. Yeddo left Gotherburg on the on the 23rd July, and is expected to arrive here on or about the 7th September.

The H. A. L. s.s. Saxonia left Moji on the 15th inst., p.m. and may be expected here on or about the 19th inst., p.m.

The H. A. L. s.s. Silesia left Shanghai on the 18th inst., a.m. and may be expected here on or about the 21st inst., p.m.

The s.s. Dilwara from Calcutta left Singapore on 15th inst., and may be expected here on or about the 20th inst., a.m.

The N. Y. K. s.s. Kirin Maru (Calcutta Line) left Yokohama for this port via ports on the 10th inst., and is expected here on the 22nd inst.

The N.Y.K. s.s. Miyazaki Maru (Europen Line) left Yokohama for this port via ports on the 13th inst., and is expected here on the 25th inst.

The N. Y. K. s.s. Hirano Maru (European Line) left Calcutta for this port via Singapore on the 14th inst., and is expected here on the 27th August.

The N. Y. K. s.s. Awa Maru (American Line) left Seattle for this port via ports on the 29th July and is expected here on the 31st inst.

The N. Y. K. s.s. Sado Maru (American Line) left Seattle for this port on the 12th inst., and is expected here on the 14th Sept.

The N. Y. K. s.s. Tango Maru (European Line) left London for this port via ports on the 2nd inst., and is expected here on 10th September.

The I.G.M. s.s. Prinzess Alice left Shanghai on the 16th inst., at 6 a.m. and may be expected here on or about the 19th inst., at 6 p.m.

The I. C. N. S. s.s. Fooksang from Calcutta is due at Hongkong on the 26th Aug.

The I. C. N. S. s.s. Hangsang from Shanghai is due at Hongkong on the 19th August.

The S. L. s.s. Den of Crombie from London is due at Hongkong on the 20th August.

The S. L. s.s. Harpalyce from Portland is due at Hongkong on the 31st inst.

VESSELS IN PORT.

Steamers.

Ajax, Br. s.s. 4,477, G. S. Thomson. 14th inst.—Nagasaki 10th inst., Gen.—B. & S.

Ataka Maru, Jap. s.s. 2,481, N. Naguchi, 14th inst.—Chinwantau 7th inst., Coal.—K. Mining.

Baron Ardrossan, Br. s.s. 2,775, L. M. Reid, 13th inst.—Kobe 7th inst., Gen.—Gilman.

Choising, Ger. s.s. 1,021, F. Bruhn, 12th inst.,—Saigon 7th inst., Rice,—B. & S.

Haldis, Nor. s.s. 1,065, J. Jorgencen, 8th inst.—Macassar 30th July, Sugar.—J. C. J. L.

Kenkon Maru, Jap. s.s. 2,184, T. Yamamoto, 14th inst.—Moji, Coal.—Mitsubishi.

Kyado Maru, Jap. s.s. 1,965, S. Marisaki. 14th inst.—Newchwang 7th inst, Coal.—M. B. K.

Kweilin, Br. s.s. 1,073, Milles, 14th inst.,—Swatow 13th inst., Ballast,—B. & S.

Landrat Scheiff, Ger. s.s. 1,620, A. Struve, 11th inst.—Saigon 8th inst., Rice.—S. & Co.

Minnesota, Jap. 13,323, J. W. Garlick, 11th inst.,—Seattle Wash Gen.—N. Y.K.

Rajah, Ger. s.s. 1,275, T. Boiefs-s my, 12th inst.,—Sandakan 5th inst, Timber,—M. & Co.

Rajaburi, Ger. s.s. 1,139, C. Wolff, 13th inst.—Saigon 9th inst., Rice.—B. & S.

Solveig, Nor. s.s. 2,389, O. S. Bogh, 13th inst.—Java 2nd inst., Sugar.—A. T. & Co.

Tsintau, Ger. s.s. 1,002, F. Bricking, 11th inst.—Hoihow 10th inst., Rice.—M. & Co.

Thongwa, Br. s.s., Robins, 14th inst.—Moji 10th inst, Coal & Gen.—D Sassoon.

Heimfeld, Ger. s.s. 2,620, Bollirn, 15th inst.,—Hamburg 15th inst., None—D.

Gregory Apcar, Br. s.s. 2,961, J. E. Drake, 15th inst.—Calcutta 1st inst., Gen.—D. Sassoon & Co.

Kwongwai, Ger. s.s. 2799, F. Minkwitz, 15th inst.—Bangkok, Rice & Meal.—N. G. Lloyd.

Car Jebsean, Ger. s.s. 1,103, T. Bendissen, 15th inst.—Bangkok 14th inst., Rice.—C. M. S. N. Co.

Unkai Maru. Jap. s.s. 2,275, Y. Nagato, 31st July—Moji 24th July, Coal.—M.B.K.

Consignees

TOYO KISEN KAISHA.

FROM SAN FRANCISCO, via HONOLULU, JAPAN PORTS, AND SHANGHIA.

THE Steamship

"NIPPON MARU."

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on Sat., August 16th at noon will be landed at consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the Godown, and all Goods remaining undelivered on August 23rd at 5 p.m. in the afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left in the godown, and examination of same to be held on August 27th at 10 a.m.

All Claims must be filed on or before August 30th, otherwise they will not be recognised.

S. MORIMOTO,
Agent.
Hongkong, 15th August, 1913 [460

FROM EUROPE.

THE H. A. L. Steamship

"SCANDIA."

Captain Jochims, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 19th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on Cargo :—
ex. s.s. "Trelleborg" from Abu
" "Germania" " Gotoborg
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 13th August, 1913 [443

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

S.S. "MONGOLIA."

The above mentioned vessel having arrived Consignees of cargo are hereby notified to send in their Bills of lading for countersignature and take immediate delivery of cargo from alongside.

Cargo imreding discharge will be landed immediately at consignees' risk and expense.

All Cargo remaining undelivered Tuesday the 19th., inst., at noon will be landed at consignees risk and expense.

Cargo remaining undelivered Saturday August 23rd 1913. at noon, in addition to landing charges will be subject to storage charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown Friday August 22nd, 1913, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before September 16th 1913, otherwise they will not be recognized.

R. C. MORTON,
Agent.
Hongkong, 15th August, 1913. [432

Consignees

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From LEITH, MIDDLESBRO, LONDON AND STRAITS.
S.S. "BENLOMOND,"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 13th August, 1913. [442

To Sail

AMERICAN ASIATIC S.S. CO.

Hongkong -- New York.

FOR NEW YORK & PORTS & SUEZ CANAL.
(With liberty to call at the Malabar Coast)

S.S. BLOEMFONTEIN } on or about 22nd August, 1913.

For freight and further information, apply to

SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 6th August, 1913 [349

THE AMERICAN AND MANCHURIAN LINE.

(LUCKNALL STEAMSHIP LINES LTD.)

THE Steamship

"KANSAS"

Captain R. Linklater, will be despatched from Hongkong on or about 2nd September for

BOSTON and NEW YORK
(with liberty to call at the Malatar Coast.)

For freight and further particulars apply to

THE BANK LINE Limited
Agents.
Hongkong, 12th August, 1913. [369

Notices.

WE have much pleasure in announcing to our numerous patrons and customers that we have opened

A New SILK STORE

in the most up-to-date style and fashion at the large and

Commodious Premises No. 38 & 40
Queen's Road Central,

lately occupied by Messrs. H. Rutsonjee & Son, where we are displaying an entirely new, handsome and gorgeous stock of

Silk Goods & Jewellery Ware

of all descriptions in a variety of new, elegant and attractive designs and patterns
The stock includes a choice selection of

Turkish, Persian & India Silk, Carpets & Woollen Rugs

in chaste and elegant patterns.
Prices specially reduced for summer.
Cheapest store in the Colony.
An early visit earnestly solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913. [348

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write care of "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor

Hongkong, 29th Jan. 1913. [214

Notices

M. Y. SAN & CO. CONFECTIONERS GROCERS RESTAURANTEURS

92-94-96 Queen's Road Central, Hongkong.

Telephone No. 1057.

AMERICAN Soda Fountain, Any Cool Drinks, Ice Cream

FIRST CLASS RESTAURANT

$0.70 CENTS A MEAL

A LA CARTE AT ALL HOURS.

BEAR BRAND

MILK.

NATURAL SWISS MILK STERILISED.

This Milk once opened, keeps longer than ordinary Milk and can be used for any purpose for which ordinary Cows' Milk is generally used.

SOLE AGENTS.

F. BLACKHEAD & CO.,

Tel. 66. ST. GEORGE'S BUILDING.

CAN MINERS STOP WAR?

Karlsbad, July 21.

The 24th International Congress of Miners, which opened here to-day, is the largest ever held. The British contingent amounts to 81 delegates. The principal interest of this congress, so far as the general public is concerned, and apart from the technicalities of the mining industry, is the possible intervention of the miners in view of preventing a great European war. This may seem an extravagant proposition, but it is very seriously entertained by the congress. The widespread character and the success, so far as duration and organization are concerned, of the general strike of British miners held last year in favour of a minimum wage have opened the eyes of miners all over the world. Things seem possible to-day that would have been denounced as wild dreams a few years ago.

Herr Schafer, the president of a local labour organization, spoke on the Balkan war and the increase of European armaments. He declared that the workers must resist by every means all warlike tendencies.

Workers and Peace Preservation

Mr. Smillie, as president of the Miners International Committee, was more precise and emphatic. The workers could prevent war, and no class was so thoroughly interested in the preservation of peace. There were two ways of doing this. First, to so organize the workers that their representatives would constitute the majority in the leading Parliaments of the world Then there would be no more danger of great wars. Secondly, and until such time as this could be done, organized labour had the means of rendering war impossible. Even the delegates assembled in the congress, without going any further for outside help, could stop war by stopping the output of coal. If two great nations were drifting towards war the miners should summon an international conference; and, if nothing else availed, then all miners should stop working till peace was etablised.

The German delegate, Herr Sassche, was not so enthusiastic. He protested that this was a political question, and in Germany trade unions were not allowed to talk politics.

M. Goniaux, a member of the French Chamber of Deputies, followed, and expressed his regret that his colleague of the German Parliament Herr Sassche had spoken in so discouraging a manner.

M. P.s' Tobacco.

It will be interesting to see whether the indulgence in tobacco recently sanctioned by the Chairman of the Scottish Grand Committee will have further results. At one time, smoking was permitted in the debating chamber itself, but that practice has long since been prohibited. The next swing of the pendulum may possibly see a reversion to Caroline customs.

Notices

A REAL CLEANSER.

Get rid of dirt and odors by using

CN

the Powerful Disinfectant

No matter how thick and sticky the deposits of dirt; no matter how strong the smells from garbage, sinks and toilets; CN will make the house clean and thereby purify the atmosphere.

Remember too, that CN kills germs and aids in preventing the attack or spread of contagious diseases. CN is not only efficient,—it's safe, and it doesn't hurt the hands.

"The Yellow Package with the Gable Top"

THE CHINA COMMERCIAL COMPANY.

31 DUDDELL STREET.

WING KEE & CO.

47-49, Connaught Rd,

SHIP CHANDLERS,

PROVISION & COAL

MERCHANTS.

Hongkong, 23rd May, 1912.

WARSHIP NAMES.

No small amount of interest was recently aroused by the announcement that Mr. Winston Churchill had decided that the names for the twenty new destroyers for the navy should be taken from the works of Sir Walter Scott and Shakespeare. Florizel, Ivanhoe, Waverley, Rob Roy, Portia, Hotspur, Orlando, Rosalind, and Viola, are some of the names chosen for the new fighting ships.

This is quite a modern innovation, although the action of the First Lord of the Admiralty in selecting literary names for warships is not entirely unprecedented. About the middle of last century there were some Revenue vessels called Rob Roy and the Lady of the Lake, while a century ago one or two Shakespeare names were used, such as Imogene and Orlando. These, however, seem to be the only occasions when literary names were used for warships.

The naming of the British men-of-war rests with the First Lord of the Admiralty, although in some administrations it has been delegated to the controller; and there have been times when the whole board has pronounced upon it. Finally, the selection has to be sanctioned and approved by the King.

Occasionally the First Lord has indulged in some peculiar fancies when choosing names for war vessels, and called a number of small craft after his pack of hounds, and the names of Bouncer, Pincher, Boxer, Tickler, and the like, have come down to us in consequence.

Nearly all names in the present navy list have a long record of past services. There have been eight Dreadnoughts, for instance, since 1573. This was one of the compound Elizabethan ship names; but the Dreadnought is not the oldest name. The oldest ship name in navy list is the Queen, and there have been five Queens since 1232. This ancient name was revived in 1900 in honour of Queen Victoria, but the battleship destined to bear the name was not actually laid down until two months after the venerable Monarch had passed away.

Regarding the most popular names for warships, it is mentioned that there have been ten Cygnets, and a similar number of Drakes. But the name which has been most frequently used is the Swift, for there have been sixteen Swifts since 1552. There have also been eleven Eagles, eleven Falcons, twelve Foxes, and thirteen Hawks.

COMMERCIAL.

London Rubber Market.

The East Asiatic Company's daily report for the 9th inst. says the market in London was dull. The closing prices were:—

Hard Fine Para Spot ... 3/10
" " Forward ... 3/5½
First latex crepe, delivery next three months .. 2/8½

British and Asiatic Agency Ltd.

The British and Asiatic Agency, Limited, has been registered with a capital of £2,000, in £1 shares. Objects: To examine and investigate concessions, rights, properties, undertakings or business, etc, in the United Kingdom, Malay Peninsula, Ceylon, Canada, China, Dutch East Indies, and elsewhere. Registered office. 39, Lombard-Street, London, E.C.

Money Movements.

It is an interesting item, says the "Straits Times," that recently quite a considerable sum in sovereigns has been shipped from India to the Straits Settlements. The movement has been assisted by the weakness of the Indian exchange but the Singapore exchange, has now dropped to a point which does not encourage further operations of this kind.

Briquette Salt.

Briquette salt to be manufactured on the island of Madura (opposite Sourabaya) will shortly be imported into Java in place of the ordinary salt. It will be obtainable at all the Government depots in the following quantities at the price of eight cents a catty (0.6176 kilos) and half and quarter catties in proportion. The sale of briquette salt will begin as soon as the production of the factory at Madura is able to meet all necessary requirements and to keep the depots well stocked. Before any stock of briquette salt accumulates the ordinary salt will have all been sold out.

July Rubber Returns.

Tanjong.—38,444 lbs.
Sialang.—25,134 lbs.
Beaufort, Borneo.—10,214 lbs.
Taiping Estates.—4,500 lbs.
F.M.S. Rubber.—113,500 lbs
Kuala Lumpur Rubber.—100,000 lbs.
Tanjong Malim.—30,150 lbs.
Kuang Plantations.—4,800 lbs.
Bukit K. B.—3,200 lbs.
S. S. (Bertam).—42,000 lbs.
United Serdang (Sumatra).—128,915 lbs.
Sungei Kari (Sumatra).—14,198 lbs.
Asahan (Sumatra).—3,586 lbs.
Anglo Sumatra.—38,486 lbs.
Simpang (Sumatra).—1,726 lbs.
Tanah Datar.—646 lbs.
Mendaris (Sumatra).—1,204 lbs.
Kelemak.—(Corrected return) 4,060 lbs.
Bukit Hitam.—5,333 lbs.; four months to date 180,664 lbs.

Rubber Machinery in Java.

Messrs. Francis Shaw and Co., of Corbett Street Ironworks, Bradford, Manchester, who are now erecting a complete rubber factory installation in Java, have received a letter, the following extract from which shows some of the difficulties that have to be contended with: "The foundation for the oil engine is completed, and will be ready for the bed to-morrow. This bed is now in the factory building, and it took 70 coolies to bring it from the river. They were led by a native band and dancers with fireworks and guns going off the whole of the way. They decorated the factory with flowers and when the bed arrived inside the factory the row they made was enough to lift the roof. All this was going on for a couple of days, as it took us this length of time to get the bed from the river to the factory. At the present time we are quite isolated, as we have had a terrible storm, and the paths are 6 ft. deep in water, so the transport of the water tank and other materials is at a standstill."

Death Sentences in the Colonies.

A return of the number of death sentences and executions in British colonies during 1912 shows that the death sentence was passed upon 366 persons and the number of executions was 232. In Southern Nigeria 124 persons were sentenced and 83 executed. In Ceylon, with a population of about four millions, there were 44 sentences and 29 executions.

Entertainments

VICTORIA THEATRE.

AN ENTIRE CHANGE OF PROGRAMME

FOR

19th August & 20th August

INCLUDING

THE GREAT DRAMATIC PICTURE

"THE SEWER"

IN TWO PARTS

AND SOME VERY COMIC FILMS.

HUGE SUCCESS OF

OLGA MONTEZ

AND

KITTY RAYNOR.

THE BIJOU.

PROGRAMME FOR TO-NIGHT

TRYING TO GROW
THE COUNTRY MOUSE
JIM JOINS THE HARRIERS
AND OTHER NEW FILMS.

HOME RULE'S REAL FUTURE.

By far the most important political pronouncement delivered on behalf of the Government for many a long day fell, by a curious irony, from the lips of Lord St. Ledgers, who at last revealed to the House of Lords the intentions of the Government in regard to Ulster and Home Rule, says a Home paper. The course decided on is marked by considerable ingenuity. First of all, there will be no General Election till May of next year, when under the Parliament Act, Home Rule will become law. That Act gives the Government power to postpone the actual establishment of a Parliament on College Green for twelve months, and, during those twelve months, an appeal will be made to the people for their verdict. If the Liberals are returned, then, of course, Unionists will be invited to accept the situation. If the Opposition achieve victory at the polls, they can repeal or amend the Act. The plan now revealed shows that for once, at all events, rumour is justified of her children, and, from the Government point of view, it has the crowning merit of throwing the responsibility for Ireland on the Opposition should they kill the Bill.

Public Companies

HONGKONG & CHINA GAS COMPANY, LTD.

NOTICE.

ON and from October 1st. 1913, the price of Gas to the Public will be reduced to $2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN.
Acting Local Secretary and Resident Engineer.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE

NOTICE is hereby given that under instructions from the Management I have assumed charge of the local agency of this company from the 16th inst.

R. C. MORTON,
Agent.

Public Companies

THE CHINA & MANILA STEAMSHIP CO., LTD.

THE Thirtieth Ordinary General Meeting of Shareholders in the above Company will be held at the Company's Offices St. George's Building, 6, Connaught Road, Victoria, on THURSDAY, the 28th. August, 1913, at 11.30 in the morning, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1912, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY the 25th August, to THURSDAY the 28th August, 1913, both days inclusive.

SHEWAN TOMES & CO.
General Managers.
Hongkong, 16th Aug., 1913 [399

INDO-CHINA STEAM NAVIGATION CO., LTD.

DIVIDEND Warrants date London 25th June 1913 may be had on application at the Offices of the undersigned.

JARDINE, MATHESON CO., LTD.,
General Managers.
Hongkong, 15th August, 1913 [468

Notices

HONGKONG & SHANGHAI BANKING CORPORATION.

THE Dividend Declared for the Half-Year ending 30th. June 1913, at the Rate of Two Pounds Sterling Per Share of $125 is Payable on and after MONDAY, the 18th. August, Current, at the Offices of the Corporation, where Shareholders are requested to apply for warrants.

By order of the court of Directors.

N. J. STABB.
Chief Manager.
Hongkong, 16th Aug., 1913. [464

MARTIN'S
APIOL & STEEL PILLS
For Ladies.

A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system it may be administered. Those who timely dose may be administered. Those who timely dose may be administered. Those who timely dose

TREASURE HUNT FAILS.

Mud Found Instead of Many Millions.

The exploitation of treasure trove is seldom successful, though the lure of such undertakings is a constant temptation to the speculator and the adventurer. Another addition to the list of failures has now to be made in the winding up of the company formed 13 years ago to raid the sacred lake of Guatavita, in Colombia.

The reputation of this lake as a depository of jewels and ornaments of vast wealth has persisted for centuries, and has been frequently referred to by travellers, from Father Simon to Humboldt and Mowbray Morris. The lake is situated in the mountains, about half a day's journey on horseback from Bogota, and lies about 10,000 feet above sea level.

The origin of its reputed vast wealth is the practice attributed to the ancient Indian tribes residing in the locality of casting vessels and ornaments of precious metals, and also offerings of gold dust and precious stones into the waters as a religious rite. A computation—obviously more or less guesswork—of the value the treasure at the bottom of the lake, made in the early part of the nineteenth century, put it at £1,1200,000.

Various attempts have been undertaken from time to time to recover this supposed wealth, and the Spaniards are said to have lowered the waters to within 14 feet of the bottom, when the sides fell in and brought their labour to nought. The modern effort to retrieve the treasure was commenced by a native company in Colombia about 20 years ago, but progress was slow on account of the lack of proper plant and the absence of direction by a scientific engineer.

After spending £1,500 the native company invited the co-operation of more expert assistance, and the English company which is now being wound up was the result.

This concern, which possesses the very unromantic name of Contractors, was registered in 1900, with a capital of £30,000, and took over the work of the native concern. It was arranged that it the treasure were found the capital the latter had expended and the capital to be laid out by the new undertaking should first be repaid, and that then the profits remaining should go as 59 per cent, to the English company and as to 41 per cent to the Colombian company.

Over 45 Feet of Water.

The lake is or was, 45 feet deep at the lowest point, and the plan of the engineer was to drain it by means of a tunnel through the mountains 1,100 feet long and carried down 70 feet below the level of the surface of the water. The cost was estimated £6,000. The drainage scheme was successfully accomplised in the end, but instead of a clear bottom the exploiters came on 25 feet of mud. Their work took much longer than was expected, and the lake was not emptied till 1903, and then kept partially refilling through heavy rains and springs.

Meanwhile a few ornaments and jewels had been found which sufficed to whet the appetite of the seekers. But by this time all the available cash capital of £6,000 had been spent, and more mney was wanted. The capital of Contractors was accordingly increased from £30,000 to £35,000 in 1904, and still further to further to £40,000 in 1908.

When the rains had ceased and the springs had dried up fresh difficulties arose, for the mud set hard and the water to sluice it away through the tunnel that had drained the lake was no longer available. An attempt was made to carry the tunnel from the edge of the lake to the centre, the idea being that the mud would more expeditiously be got away from that point, but there was never enough money available to finish this project.

In default of the completion of the prolongation of the tunnel, shafts were sunk in the dried mud and channels driven through it at various spots and more small ornaments and precious stones came to light, but altogether the value of these discoveries was not much more than £2,000. These modest operations have filled up the last few years, and no signs of the vast treasure reported to repose in Guatavita having been found, the company, after an outlay of some £15,000, has finally decided to abandon the hunt.

Thus another chapter has to be added to the annals of many fruitless searches after hidden wealth.

INTERPORT SWIMMING.

The Team for Shanghai.

There was a large attendance at the final Interport swimming trials which took place at the V.R.C. last evening.

Four three-length races were decided and the times and finishes were as follow:—

First Race.—H. A. Lammert, 53 2-5 secs; Pereira, 54 4-5 secs.

Second Race.—Souza, 54 4-5 secs; Colmer, 54 2-5 secs.

Third Race.—Farmer, 50 2-5 secs.; Witchell, 49 1-5 secs.

Fourth Race.—Cooke, 47 4-5 secs.; Finch, 48 2-5 secs.; Souza, 48 3-5 secs.

The Two Lengths' team race was won by Finch's team in 2.37 3-5, Cooke's team doing 2.42. The teams were: Finch, L. Souza, Farmer, Pereira, and Sewell, winners; Cooke, Witchell, Lammert, Colmer and M. Souza, second.

A polo match followed, between the Interport team and the Rest; the former winning a hard game by the odd goal in three.

The teams were:

Interport.—Forbes; Colmer and Farmer; Ellis, Cooke, Finch and Pereira.

Rest.—Lammert, Barros and Sewell; Witchell, Roza, Englnad and Claxton.

The team chosen to represent Hongkong at Shanghai is:—

C. J. Cooke (Captain).
J. C. Finch.
L. C. Souza.
A. S. Ellis.
J. M. R. Pereira.
M. A. R. Souza.
J. Forbes.
H. A. Lammert.
Private Farmer, D.C.L.I.
Gunner Colmer, R.G.A.

A. A. Claxton is, unfortunately, unable to get away this year. The interport events will be decided at Shanghai on the 28th, 29th and 30th instant.

APPLICATION FOR REHEARING.

"A Bad Case" and no Hope Held Out.

Before Mr. Hazeland at the Police Court, this morning, Mr. Goldring, of Messrs. Goldring and Russ, applied for the rehearing of a case in which a Chinese was convicted to two months for beating his wife. He said that the employers of the man were eager to keep him as he was a good worker. He had ample evidence that the man was drunk at the time.

His Worship said that it was a very bad case and the man had been there frequently before. The woman had an awful bruise, and there was no doubt that the parties had not got on well together, as the man had been bound over repeatedly He could not hold out any hope of his decision being altered.

Mr. Goldring said it was a heavy sentence and involved banishment.

His Worship said he would adjourn the application, but he reiterated that he could not hold out any hope as it was a very bad case.

Mr. Goldring said that of course he had only heard one side of the case, but he would see the parties again.

Inspector Dymond said they did not usually banish in cases of this kind.

BUNKERS

can be supplied at cheap rates.

at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

POST OFFICE.

The Luetzow with the German Mail left Singapore on Friday the 15th inst., at 4 p.m., and may be expected to arrive here on Wednesday, the 20th inst., at daylight.

The Empress of Japan with the Canadian and American Mail ex Tenyo Maru left Shanghai on Monday, the 18th inst., at 7.30 a.m. and is expected to arrive here on Wednesday, the 20th inst., at 6 p.m.

MAILS DUE.

German. Luetzow, 20th inst.
Canadian & American, Empress of Japan, 20th inst.

MAILS CLOSE.

Shanghai North China and Japan via Kobe—Per G. Apcar 19th inst., 5 p.m.

Japan via Kobe—Per Prinz Waldemar, 19th inst., 5 p.m.

German Mail. Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per Prinzess Alice, 20th August, 9 a.m.

Straits and Ceylon—Per Namur, 20th inst., 9 a.m.

Saigon—Per Kansu, 20N Aug., 9 a.m.

Saigon—Per Landrat Scheiff, 20th Aug., 10 a.m.

Siberian Mail. Shanghai, North China & Japan via Nagasaki (Europe via Siberia)—Per Luetzow, 20th inst. 11 a.m.

Batavia, Cheribon, Samarang and Sourabaya—Per Haldis, 20th August, 11 a.m.

Macao—Per Sui Tai, 20th August, 1.15 p.m.

Straits and India via Calcutta—Thongwa 20th inst., 2 p.m.

Philippine Islands—Per Taming, 20th inst., 3 p.m.

Delagoa Bay, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town—Per Baron Ardrossan, 21st inst., 8 p.m.

Hoihow, Haiphong, Pakhoi and Saigon—Per Hongkong, 21st inst., 9 a.m.

Swatow, Amoy and Formosa via Anping & Takas—Per Soshu Maru, 21st Aug., 9 a.m.

Macao—Per Sui Tai, 21st August, 1.15 p.m.

Shanghai and North China—Per Anhui, 21st Aug., 3 p.m.

Swatow, Amoy and Foochow—Per Haitan, 22nd Aug., 10 a.m.

Shanghai and North China—Per Hangsang, 22nd inst., 11 a.m.

Macao—Per Sui Tai, 22nd August, 1.15 p.m.

Canadian & American Mails. Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria and Tacoma—Per Canada Maru, 23rd inst., 11 a.m.

American Canadian & Siberian Mails. Formosa via Keelung, Shanghai, North-China, Japan via Nagasaki Honolulu, United States, & South America, Canada via San Francisco (Europe via Siberia)—Per Mongolia, 23rd Aug., noon.

Straits and India via Calcutta—Per Lovat, 23rd Aug., 1 p.m.

Macao—Per Sui Tai, 23rd Aug., 1.15 p.m.

Straits, and India via Calcutta—Per Torilla, 23rd Aug., 2 p.m.

Philippine Islands—Per Yuensang, 23rd August, 1 p.m.

Siberian Mail. Shanghai & North-China (Europe via Siberia)—Per Chenan, 23rd Aug., 5 p.m.

Swatow—Per Haimun, 24th inst. 9 a.m.

Philippine Islands—Per Zafiro, 25th August, 3 p.m.

Swatow, Amoy and Foochow—Per Haiching, 26th August, 10 a.m.

Japan via Nagasaki—Per Kumano Maru, 26th Aug., 10 a.m.

French Mail. Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Chili, 26th August, 11 a.m.

American Mail. Philippine Islands, Japan via Nagasaki, Honolulu, United States, South America, and Canada via San Francisco—Per Nippon Maru, 26th inst., 11 a.m.

SHIPPING NEWS.

ARRIVED.

Tamba Maru, Jap. s.s. 6,134, J. Teranaka, 17th inst.—Seattle, Flour, Grand Nuts, Beer, L. C. Yarn, and Marchandise.—N. Y. K.

Tydeus, Br. s.s. 4,799, G. H. Long, 18th inst.—Singapore 13th inst., Gen.—B. & S.

Mathilde, Ger. s.s. 981, G. Schlaiker, 18th inst.—Hoihow 16th inst., Gen.—J. & Co.

Atagosan Maru, Jap s.s. 1,952, Kawamura, 18th inst.—Moji 12th inst., Coal.—M. K. K.

Yuensang, Br. s.s. 1,128, E. W. Schruk, 18th inst.—Manila 14th inst., Hemp.—J. M. & Co.

Ceylon Maru, Jap. s.s. 3,142, T. Noguchi, 18th inst.—Singapore 12th inst., Gen.—N. Y. K.

Lycaon, Br. s.s. 4,814, James Watt Walker, 18th inst.—Foochow 16th inst., Gen.—B. & S.

sFall of Cochy, Br. s.s. 3.139, H. Murchie, 18th inst.—Shanghai 14th inst., Flour, etc.—Win Kee Co.

Kanakuk, Br. s.s. 2,762, C. R. Beynon, 18th inst.—San Francisco 20th July, Petroleum.—S. O. Co.

Shansi, Br. s.s. 1,228, Simons, 18th inst.—Samarang 10th inst., Sugar.—B. & S.

Mizuho Maru, Jap. s.s. 1,903, Yamamoto. 18th inst.—Amoy 16th inst., Ballast.—Order.

Anhui, Br. s.s. 1,354, J. B. Harris, 19th inst.—Shanghai 14th inst., Gen.—B. & S.

Mexican Prince, Br. s.s. 1,900, J. C. Young, 19th inst.—Singapore 12th inst., Oil.—A. P. Co.

Monteagle, s.s. 6,163, F. S. Davison, 19th inst.—Vancouver 23rd July, Flour, Oats and Gen.—C. P. R.

Prinz Waldemar, Ger. s.s. 1,731, H. Bremer, 19th inst.—Sydney 26th July, Gen.—M. & Co.

Teenkai, Br. s.s. 3,210, Braithwaite, 19th inst.—Liverpool Singapore 13th inst. Gen.—B. & S.

Ningchow, Br. s.s. 5,836, F. W. Cullum, 19th inst.—Shanghai 16th inst., Gen.—B. & S.

amur, Br. s.s. 4,187, A. Collyer, 19th inst.,—Yokohama Gen.—P. & O. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

August 19.

Choising for Haiphong.
Prinz Waldemar for Yokohama.
Kanakuk for Haiphong.
Kueichow for Tientsin.
Minnesota for Seattle.
Anhui for Canton.
Lycaon for London.
Tydeus for Yokohama.
Teenkai for Chemulpo.
Mexican Prince for Kobe.
Elger for Canton.
Ceylon Maru for Yokohama.

DEPARTED.

August 19.

Haiyang for Foochow.
Choysang for Shanghai.

PASSENGERS ARRIVED.

Per s.s. Tamba Maru, arrived 17th inst, from Seattle, etc.

Blagrove, Lieut. Kenny, T. R. White, Lieut.
Egeberg, Mrs. & Master L. H. H. White, Mrs. S. N.
Hicks, W. H.
Hicks, Mrs. W. E. Souza, Mrs. A. J.

Per s.s. Prinz Waldemar, arrived 19th inst, from Sydney.

Berger, Herr L. Jackson, Mr. & Mrs. B.
Bunnenberg, M. T. Komine, Herr
Boyle, H. H. Klein, Herr F.
Butterfield, W. A. Locker, Herr A. L.
Bethen, Lieut. C. B. Maxsted, Capt. H. R.
Baumert, Herr & Frau Nitz, Herr H.
Cornwall, F. S. O-Kasi, Herr
Eidelbach, Herr Robinson, K. G.
Froy, Herr J. Sauli, Herr B.
Grossmann, Herr & Frau P. Schertel, Herr K.
Gottschalk, Herr Trimble, P. C.
Hodges, Mr. & Mrs. C. N. Toke, J. Tudzikawa, J.
Hersluy, O. L. Tukumi, J.
Hoffmann, Herr E. G. Zumbusch, Herr B.
Hori, J.

Oysters, Fresh, Fried or Stewed. Finden Haddocks, Kippers &c.
ALEXANDRA CAFE,

WEATHER REPORT.

On the 19th at noon.—Pressure has decreased slightly from Weihaiwei to the Philippines. It has increased considerably over Haiphong, the typhoon having filled up.

No returns from Japan.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	Light or variable winds; fine.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K and Lamocks	The same as No. 1.
4 South coast of China between H.K. and Hainan.	The same as No. 1.

China Coast Meteorological Register.
19th August, a.m.

Station.	Hour.	Barometer.	Temperature	Humidity.	Wind. D'tion.	Wind. Force.	Weather.
W'ostock	7a	—	—	—	—	—	—
Nemuro	6a	—	—	—	—	—	—
Hakodate	„	—	—	—	—	—	—
Tokio	„	—	—	—	—	—	—
Kochi	„	—	—	—	—	—	—
Nagasaki	„	—	—	—	—	—	—
K'shima	„	—	—	—	—	—	—
Oshima	„	—	—	—	—	—	—
Naha	„	—	—	—	—	—	—
Ishi'jima	„	—	—	—	—	—	—
Bonin Is.	„	—	—	—	—	—	—
Chefoo	„	—	—	—	—	—	—
W'haiwei	„	29.77	72	90	sw	1	b
Hankow	„	—	—	—	—	—	—
Ichang	„	—	—	—	—	—	—
Kiukiang	„	—	—	—	—	—	—
Changsha	„	—	—	—	—	—	—
Shanghai	„	—	—	—	—	—	—
Gutzlaff	„	—	—	—	—	—	—
Sharp P.	7a	29.88	86	—	—	0	b
Amoy	6a	29.95	83	79	wsw	2	b
Swatow	„a	—	—	—	—	—	—
Taihoku	5a	29.91	—	—	s	2	—
Taichu	„	29.91	—	—	se	2	—
Tainan	„	29.92	—	—	—	0	—
Koshun	„	29.90	—	—	—	0	—
P'dores	„	29.89	—	—	w	4	—
Canton	9a	—	—	—	—	—	—
H'kong	6a	29.92	77	88	—	0	bf
Gap Rock	„	29.91	—	—	ne	4	c
Macao	„	29.91	77	—	ese	1	cf
Wuchow	9a	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Hoihow	„	—	—	—	—	—	—
Phulien	6a	29.82	75	—	sse	7	or
Tourane	„	29.83	81	—	w	2	o
C. St. J.	„	29.87	77	—	wsw	2	c
Aparri	„	29.85	77	—	sse	1	p
Manila	„	29.84	75	—	—	0	c
Legaspi	„	29.81	77	—	—	0	c
Iloilo	9a	29.83	81	—	se	1	od
Bacolod	„	—	—	—	se	1	o
Cebu	„	29.85	79	—	e	1	o
Labuan	„	29.91	79	—	—	—	—

T. F. Claxton, Director.

Hongkong, Observatory, July, 19.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100,

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t, thunder, v visibility, w dew wet).

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

	Previous Day at 8 p.m.	On Date at 8 a.m.	On Date at 8 p.m.
Barometer	29.46	29.87	29.96
Temperature	79	80	82
Humidity	92	85	84
Wind Direction	SE	SE	E
Force	8	5	4
Weather	orq	oq	c
Rain	—	3.96	—

Highest open air Temperature on the 19th 85
Lowest „ „ „ 75

H.K. Observatory, 18th Aug., 1913.
T. F. Claxton, Director.

TIDE TABLE.

18th Aug., to 24th August, 1913.

Day of Week	Day of Month	High Water Hongkong Mean Time.	Height.	Low Water Hongkong Mean Time.	Height.
Mon.	18	m 10 0	7.8 m	3 35	3.1
		11 18	a 4.1	4 59	a 1.9
Tues.	19	m 10 40	6.9 m	4 24	3.0
		11 30	a 4.9	5 33	a 1.5
Wed.	20	m 11 8	6.5 m	5 51	3.0
		11 43	a 5.1	6 35	a 2.0
Thurs	21	m 11 35	6.1 m	6 30	3.0
		11 57	a 5.3	7 19	a 2.4
Fri.	22	0 4	a 5.3 m	8 7	3.1
				8 30	a 2.0
Satur.	23	m 0 23	5.5 m	8 55	3.2
		0 38	a 4.9	9 49	a 2.3
Sun	24	m 0 44	5.7 m	9 23	3.3
		1 40	a 4.3	10	a 2.2

m morning a afternoon.

Mail Steamers

THE PENINSULAR AND ORIENTAL S.N. CO.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NORE Capt. D. Asbury,	about 23nd Aug.	Freight & P'sage
SHANGHAI	DEVANHA Capt. W. R. Hickey	about 28th Aug.	Freight & P'sage
LONDON, via Usual Ports of Call	ARCADIA Capt. S. Barcham	Noon 30th Aug.	Freight & P'sage
LONDON & ANTWERP via Singapore, Penang, C'mbo, Port Said, & Marseilles	NAMUR Capt. A. Collyer,	10 a.m. 20th Aug.	Freight &P'sage

All the above steamers are fitted with Wireless Telegraphy.
For Freight, or Passage apply to
E. A. Hewett,
P. & O. S. N. Co.'s office, Superintendent.
Hongkong, 18th August, 1913 14

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers.		To sail on
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, A'WERP & H'BURG.	PRINCESS ALICE Capt. J. Bortfeldt	20,300	W'NESDAY, 20th August 10 a.m.
SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA	LUTZOW Capt. H. Textor	17,300	about W'NESDAY, 20th August.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	P. WALDEMAR Capt. H. Bremer	6,000	SATURDAY, 6th Sept. 9 a.m.
KOBE & YOKOHAMA	P. WALDEMAR Capt. H. Bremer	6,000	about TUESDAY, 19th Aug.
JESSELTON, KUDAT & SANDAKAN	BORNEO Capt. J. Koehler		about the end of August.

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NORDDEUTSCHER LLOYD
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Hongkong, 14th August, 1913.

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FRENCH MAIL STEAMERS.

REGULAR FORTNIGHTLY SERVICE BETWEEN EUROPE AND JAPAN.

NEXT SAILINGS:—

OUTWARD. Steamers.	Will leave for Japan on	HOMEWARD. Steamers.	Will leave for Marseilles
Magellan.	25th Aug. 7 a.m.	Chili,	26th Aug. 1 p.m.

For Freight and Passage apply to
M. SAINT CLAIR de BUSSIERRE, Agent.
Queen's Buildings, No. 3.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia via Manila.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
ST. ALBANS	30th „	19th Sept. 11 a.m.
EASTERN	20th Sept.	31st Oct. „

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